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ANALYSIS
WORTH
IT? SEE
P. 96

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BENETEAU FLYER GT 49 26



SPIRIT 46 30



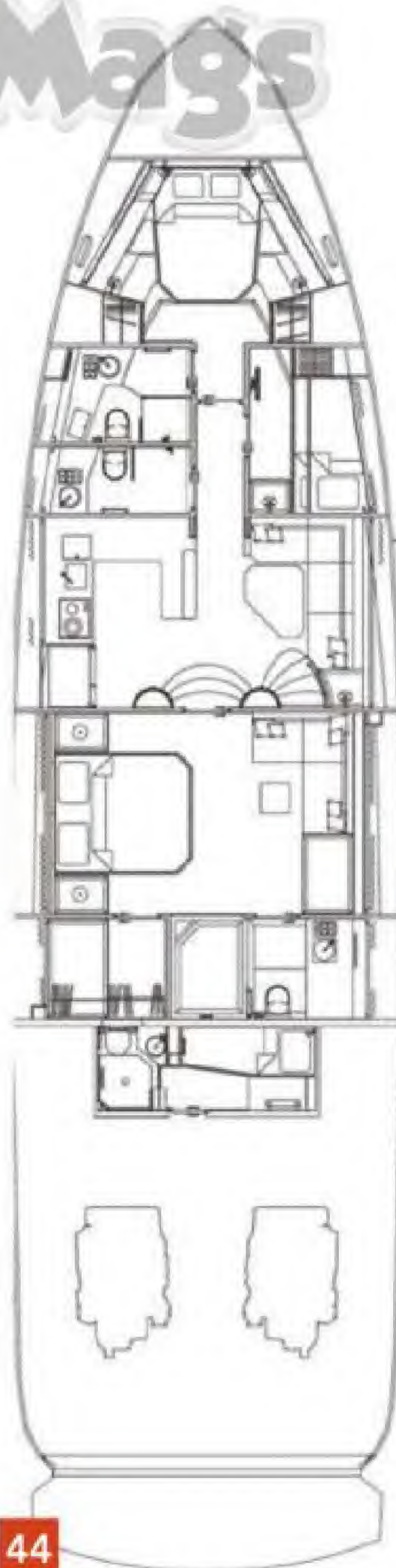
SWAN 66 50



CRANCHI 72



PINK SHRIMP 80



44

CHEOY LEE 76

Yachting

FEBRUARY
2012
VOL. 211,
NO. 02

The Boats

<On the cover **THE CHEOY LEE ALPHA 76 EXPRESS** is one slick package. (Photo by Forest Johnson.) **THE F-28** is going to leave a lot of center-console builders asking, "Why didn't we think of that?" You'll ask, "When can I get one?" **BENETEAU FLYER GT 49** This production build may just be one of the best values on the market today, and better yet, it's a great ride. **SPIRIT 46** Compulsive boaters beware. The classically inspired sailboat will have you spending junior's tuition money before you finish your first sea trial. **SWAN 66 FD** This cruiser/racer is true to her serious pedigree. **PINK SHRIMP** We fell in love with this commercial conversion after reviewing only a

few photos. After a short, overnight cruise last summer, we were hooked. Come on board for a ride and meet her pioneering owner. **CRANCHI 66 FLY** Systems, sound design and Italian styling will appeal to yachtsmen on both sides of the Atlantic. Read the full story.

... and Systems

POWER DISTRIBUTION 22

Getting power from a generator to where it's needed is more complicated than just flicking a switch. This final installment on generators explains key considerations.

POD ECONOMICS 68 >

Five years after their recreational debut, pod drives continue to appear as standard equipment on midsize motoryachts. Vince Daniello explains what service they really require and how much it's going to cost.



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MIAMI RETRO

A picture truly is worth a thousand words. These pictures of past Miami boat shows tugged nostalgically at our heartstrings. Join us for a look back at the way we were.



Opinions & Blowhards

"Owner motivated ... hell ... this owner must be desperate! Then I cringed: The poor schlub was me!" p. 176

EDITOR'S LETTER 10

POWER PLAY 20

Here's a short list of stuff that you really do not need aboard your yacht.

TELLTALES 176

Yet again, the author decides that selling his boat is crazy talk.

Cruising

THE BEST OF THE BVIs
p. 34



The Nuts and Bolts 87



88

ELECTRONICS

Advancements in bridge navigational watch systems benefit the professional and recreational mariner.



94

NEW ELECTRONICS

These three new electronic items are designed to improve entertainment and vessel control.



96

SHIPSHAPE

Are you following a regimented oil analysis program? If not, you should be. Find out why.



102

GEAR

Increase your level of saltiness with these new gear items. Plus: An interview with Erick Kahlenberg.

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BY GEORGE SASS JR.

The Power of Simplicity

Even an hour before we departed, taking the boat off the dock was not part of our loosely put together, constantly evolving vacation agenda. Our basic schedule entailed various strenuous-free activities inserted between slightly more strenuous meals. After indulging in the all-you-can-eat taco bar

at Mangrove Mike's in Islamorada, Florida, (the best seven bucks I've spent in a while), the decision was made to head out fishing and get back in time to plan dinner. God forbid we miss a meal.

Before I knew it we were motoring out to the Gulf on the latest addition to my father's fleet. There was no fuss. No descent into the engine room to check for vital signs. Just a flick of a few breakers and the electronics were on and working, the outboards silently came to life, lines were cast off, and we were on our way.

Within five minutes of departing Plantation Yacht Harbor, we were blazing along effortlessly at 24 knots looking for the fish. We found a feeding frenzy and lines were in the water. I'm not going to pretend to be an expert fisherman. However, I do love casting a line and embracing the solitude that comes with most of my fishing outings. This day, though not solitary, was no exception. Even between my brother-in-law snagging everything but a fish — occasionally trying to hook my jugular — and enthusiastic kids perpetually sprinting between bow and stern, this was a Christmas Eve to remember.

For my father this trip represented the fulfillment

of a dream: namely, to show his grandkids more of the water from his boat, and perhaps offer a taste of what life was like before Xboxes, Game Boys and text messaging. In fact, we were so caught up in the moment, baiting hooks and landing fish, that we drifted over the only one-foot-deep spot on the chart for miles. No worries. My 20-year-old brother, James, gracefully jumped into the water and pushed the 25-foot Tom Cat toward deeper water, and we continued our drift over the biting fish.

Then it occurred to me. Boating on small boats is not only fun, but also so damned easy. Believe me, I love the creature comforts afforded by a large ride and I'm planning my next, larger fleet addition as I pen this column. Yet the ease with which we decided that maybe we should head out for a few hours can't be dismissed. Isn't this what boating is all about? The 25-footer was comfortable and had a cabin that sleeps four, a full galley and a stand-up head. What else do you need?

One of the take-aways that I left with after a few days on the boat is the importance of keeping things simple. The experience has left me with an additional filter as I'm on the search for the next ride. Going forward I'll ask, do we really need this? It's not necessarily the additional components that I fear will bog down my days on the water (I admit I'm an electronics junky), but the overcomplication of systems upon systems that some boatbuilders found necessary to add during the boom times when they viewed their biggest competitor as a second home. (*If the beach house has it, then so must the boat!*) Today there seems to be a recognition that a boat is no longer competing with other discretionary purchases, but with a diminishing amount of leisure time. On that note, to those of you who say you're just too busy and important to take any time off, I say hogwash. After I went down with a heart problem when I was 38, and continued the cover approval process for another magazine even as paramedics jammed nitro tablets under my tongue and IVs into my arm, I vowed to never again shy away from taking the necessary time to recharge.

To do so effectively, I think collectively we need to revisit simpler times, when owning a boat that docked itself remotely did not take precedence over teaching the kids (and your brother-in-law) how to fish or enjoy a few hours on the water.

If you have any feedback on how your boat is set up to improve enjoyment, functionality and simplicity, I'd love to hear from you. Happy cruising! □

George Sass Jr.

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FOND MEMORIES

After reading Dennis Caprio's story on Beetle Cats ["Come Sail with Me," January 2012], I was reminded of ours. My family owned property on Twin Lakes in Salisbury, Connecticut, and our first sailboat was a Beetle Cat bought from a friend who lived in Watch Hill, Rhode Island. What a wonderful boat it was, and the cockpit was so big that my folks would put my little 2-year-old brother's playpen in it for our afternoon sail as a family. What I'll remember most about the boat is this: My dad had bought a book on how to sail, and one of the chapters had to do with what you do if the boat starts going backward (if you get in irons).

We thought sailboats didn't go backward, so we skipped over that part. Well, the first day out we did indeed start going backward toward a very rocky shore. What to do? I jumped overboard to push the stern around so we could bear away on another tack. It worked and the boat took off with me hanging on to the traveler bar in the stern. And as I attempted to put my foot atop that beautiful "barn door rudder" I lost my bathing suit. Needless to say, we went back and read that chapter.

Dick Clarke
Mount Pleasant, South Carolina
Via e-mail

THAT TAKES ME BACK

Thank you for your January cover shot. I knew it was a Huckins at first glance. During my childhood growing up on the Ortega River in Jacksonville, Florida, I would watch with glee whenever a Huckins blew its horn three times for the bridge to open. Huckins was and still is one heck of a yacht. Distinctive, simple and hard running, it conjures up



memories of PT 109 and images of a hard life at sea lived luxuriously. Thanks for the memories and the lively story.

Jeff Hartzler
Albuquerque, New Mexico
Via e-mail

WE COVER THE WATERFRONT

As a reader of YACHTING for the last few years, I question how many readers can actually afford to buy and operate yachts costing multimillions that consume anywhere from 30 to 200 gph of fuel? What percentage of all boat owners are in the multimillionaire/billionaire class? I am a retired doctor and quite happy to cruise my C&C 37 TR on the Great Lakes at an annual total cost of much less than \$10,000 — which is probably less than a single refueling of most of the yachts shown in YACHTING.

Dr. Charles F. Barth
Via e-mail

Dr. Barth, you're the lucky one, cruising the Great Lakes aboard a sailboat. As our title implies, we cover the world of yachting — all types of yachts,

destinations, adventures, electronics, gear and people. Modern yachts are wickedly expensive and demands of the marketplace have driven the increase in power, and fuel consumption that you find objectionable. Thanks for being a loyal reader.
— The Editors

HIGH PRAISE

As always, thank you for your recognition of my work on *Lionheart Concerto* ("The Best of 2011," December 2011) as well as other projects, including *Fairweather*. However, I have received several phone calls about the "pharmaceutical" comment!

Again, I thank you for your continuing appreciation of the work that I have been doing in the industry over the years.

Ken Sawyer
Via e-mail

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Oh, dear, Mr. Sawyer! The staff member who wrote that item said, "Our review of this design, 'One Man's Symphony,' November 2008 (see www.yachtingmagazine.com/symphony for the story), suggested that the boating public might ask 'what type of pharmaceuticals Mr. Sawyer had taken to conceive this look.'" We thought that was pretty obviously a homage to your imagination, but we apologize if we gave anyone the impression that your design brilliance comes from an altered state!

CORRECTION

In "Satcom Twofer" [New Electronics, December 2011], we made an error by stating that, unlike the popular SPOT beacon, the Extreme is a certified satellite emergency notification device (SEND for short.) In fact, both the SPOT and the Extreme are SENDs. But unlike SPOT, a one-way communicator, Extreme allows recipients to confirm that a message has been received. We apologize for the error. □

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View the new Maritimo C50 IPS on display at Miami Yacht & Brokerage Show - Ramp 12, 48th and Collins Ave.



Finally, the House and Senate Agree on Something

Late last year, President Barack Obama signed into law the America's Cup Act of 2011, legislation that waives portions of the Jones Act and the Passenger Vessel Services Act, laws that dictate what kinds of boats can transfer people and goods along American shores. In past competitions, the America's Cup was held miles from land in international waters. The 34th America's Cup, to be held on San Francisco Bay in 2013, will be less than a mile offshore, as will some preliminaries this coming summer in Newport, Rhode Island, and San Francisco. Thanks to the new legislation, thousands of people will finally be introduced to the thrill of racing as they watch the competing America's Cup yachts from shore for the first time ever! Who says yachting's not a great spectator sport?

Will you be watching any of the America's Cup races? What do you think of the new technology and other efforts the Cup is using to bring the races to a broader audience? Let us know at www.facebook.com/yachtingmagazine, or join the conversation at www.yachtingmagazine.com/forums.



Like MoMA, with Fish

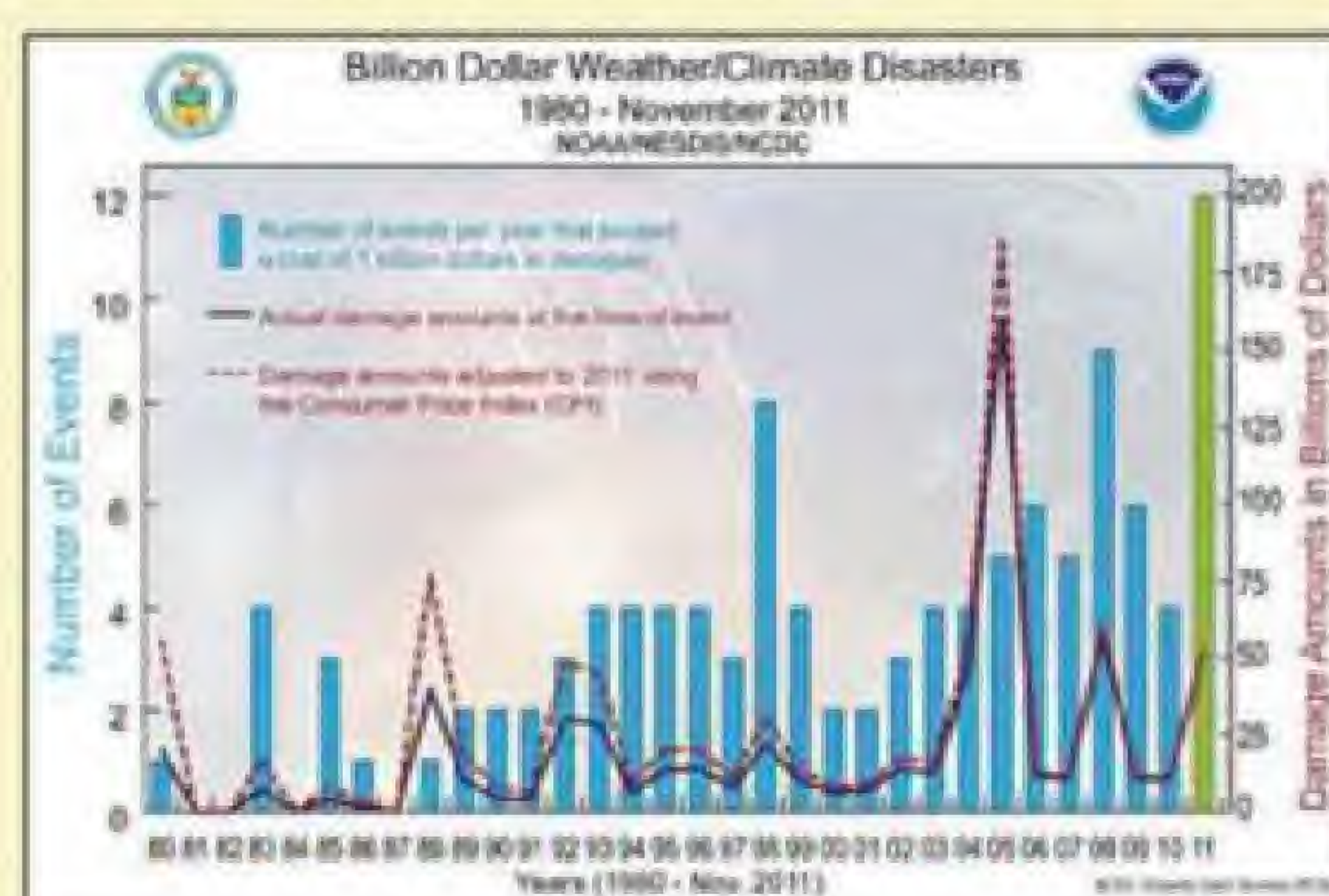
Visiting an art museum offers a relaxing opportunity to soak in some culture and reflect on the works of masters. But *walking* through an art gallery? That is *so* 2011. Thanks to photographer Andreas Franke and the *Vandenberg*, a 523-foot sunken troop transport ship from World War II residing on the ocean floor as part of an artificial reef in the Florida Keys National Marine Sanctuary, you have the opportunity to experience an art gallery like never before. The exhibit, “100 Feet Below the Surface,” consists of 12 digitally layered photographs by the Austrian artist, attached to the ship’s deck with strong magnets. (They are not permanent and won’t damage the ship or marine organisms.) After Franke, an avid diver, visited the wreck, he felt inspired to add human life to the ghostly remains. Now divers can view this show while taking in the wildlife and reef environment. If you can’t get down there yourself, you can view the images or order prints at www.staudinger-franke.at/vandenberg/view/gallery.php.

“The Kuroshio current is considered like the Gulf Stream of the Pacific, a very large current that can rapidly carry the radioactivity into the interior.”

— KEN BUESSELER, A SENIOR SCIENTIST WITH THE WOODS HOLE OCEANOGRAPHIC INSTITUTE, ON TRACKING THE RADIOACTIVE SPILL INTO THE OCEAN FROM THE FUKUSHIMA NUCLEAR ACCIDENT IN ORDER TO BETTER UNDERSTAND OCEAN CURRENTS.

The High Cost of Heavy Weather

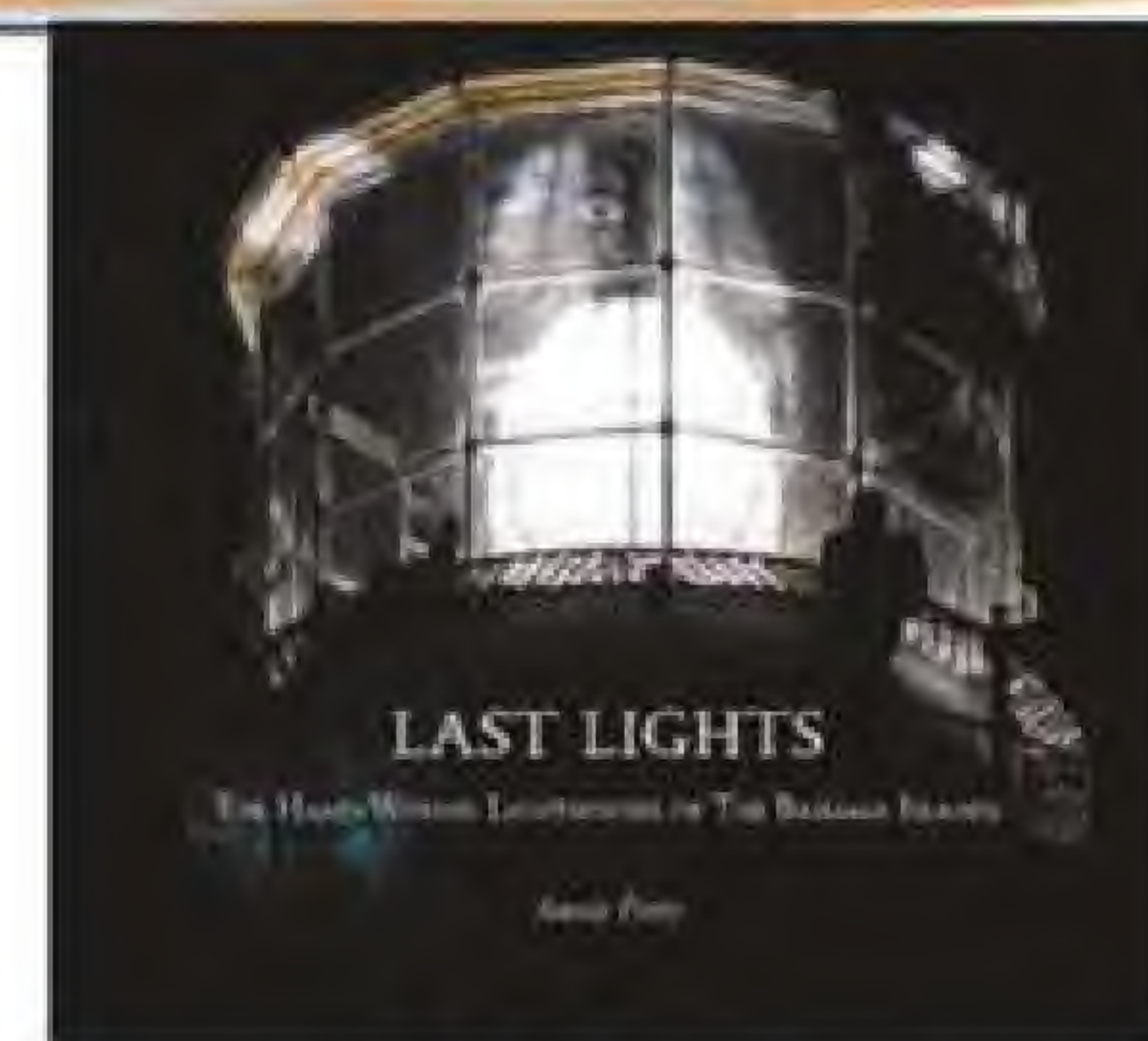
In 2011, the United States broke a record for the most damage caused by weather-related disasters — with 12 individual storms that each produced more than \$1 billion in damage. (The previous record of nine \$1 billion storms was set in 2008.) In total, the cost of weather-related destruction in the United States last year was \$52 billion. Of course, the cost in dollars is nothing compared with the tragic loss of lives. According to the National Oceanographic and Atmospheric Administration and the National Weather Service, 646 lives were lost in the 12 largest storms.



The screenshot shows the Yellowbrick application interface. The top bar is yellow with the 'yellowbrick' logo and a settings icon. The left panel displays a map of the Chesapeake Bay with a yellow line representing a race route and several small boat icons. The right panel displays a list of race participants with columns for Rank, Name, Start Time, and Last Update. Below the list, there are buttons for 'Map', 'Rank List', 'Training', 'Equipment', and 'Tools'. The bottom of the screen features a navigation bar with icons for 'Home', 'Rank List', 'Training', 'Equipment', and 'Tools'.

Yellowbrick, the global tracking provider, has released an app for the iPhone (with one on the way for Android operating systems) that allows users to track vessels — from transoceanic fleets to individual adventurers — in real time on their mobile devices. Using the app, sailors or friends and family on shore will be able to see the position of participants on a map, review leader board information for races, keep up on social media posts (and see images, if provided) and replay the action to see a course history. The first event to take advantage of the app was the 2011 Atlantic Rally for Cruisers, raced last November and December.

The Yellowbrick app is available for free in the app store (search “Yellowbrick”), with individual events costing between \$1.50 and \$3 each. www.yellowbrick-tracking.com



*Last Lights:
The Hand-
Wound
Lighthouses
of the
Bahama
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Last Lights: The Hand-Wound Lighthouses of the Bahama Islands, a new book by Annie Potts, delivers much more than the title suggests. Through personal interaction with the last light keepers and striking photography, Potts paints an intimate portrait of the Bahama Islands and their people. The book will enrich the experience of all who sail these challenging waters. Available for \$29.95 from Florida Classics Library, 772-546-9380; www.floridaclassicslibrary.com. — Tom Zydler

Going to the Dogs

Ocean Village in Gibraltar recently had an unusual vessel tie up when Arctic explorer Gilles Elkaim arrived aboard his aluminum expedition vessel *Arktika* on the way to La Rochelle, France, to winter over. Base camp for Elkaim is usually about 185 miles north of the Arctic Circle in Finnish Lapland, where he breeds endangered species of sled dogs and runs a camp that teaches survival skills to a half-dozen visitors at a time. Elkaim's adventures have included sailing round Australia, trail walking across New Zealand, climbing mountain peaks in Papua New Guinea, cycling across India and camel riding through Mongolia. But Elkaim is best known for a four-year, 7,500-mile solo dog sled and kayak trip from Norway's North Cape across the Bering Strait and Eurasian Arctic.

Elkaim has spent six months refitting the 47-foot Voyager-built boat *Arktika*, which will add a new dimension to his Arctic exploration offerings. Now visitors can sign up for sailing tours of up to a fortnight with four or five people and a small team of huskies on board. www.camp-arktika.org





POWER PLAY

To Have or to Have Not

A short list of stuff I really don't need.

By
Jay
Coyle

I'm a sucker for boat stuff — it's hereditary. Like my father before me, I understood the purchase of a boat was little more than the price of admission for the uncontrollable compulsion to buy stuff to screw, stick or glue to it. Wandering the aisles filling a boat show bag or plying the classified ads in *YACHTING*, we were always on the prowl for the “why didn't I think of that?” sort of item that we just *had* to have. In the spirit of this family obsession I offer a few items that I saw recently and found *almost* irresistible.

The winner of the deck hardware category is a cleat — at least I think it's a cleat. I had always considered the Italians the masters of disguise when it came to improvisations on the Herreshoff cleat. You'd be hard-pressed to identify such “designer cleats” if you stubbed your toe on one. However, Creative Cleats has done Euro-design one better, taking art to another level with New World charm. Creative Cleats' “cleats” are said to be perfect for your boat or dock but can also be used as a hat rack or a paperweight. The first offerings include a bass cleat and a porpoise cleat. A NASCAR cleat is in the works. Maybe they'll design a mermaid cleat to go with my mermaid fender?

Since the PFD and EPIRB replaced the life jacket and whistle, the safety industry has been keen on acronyms. One that caught my ear is the ISPLR (inflatable single-place life raft). Since the manufacturer, Switlik, practically invented the parachute, one might

assume that the ISPLR was designed for aviators — I suspect otherwise! I'm thinking someone at Switlik is a boater and that someone has tired of freeloading friends, rotten kids or perhaps a jawboning mother-in-law. An ISPLR mounted on deck says it all — captain first. Ladies and children ... err ... sorry! Brilliant!

I am fond of products designed for the marine klutz. Imagine the frustration those lacking rodeo experience feel when trying to lasso a piling with a dock line. The LassoMate from Yacht Innovations solves this problem by forming a perfect loop at the far end of a telescoping pole. Should your perfect lasso be attached to a line that is too short, no worries; simply attach Yacht Innovations' vacuum-mounted cleat where it's needed. And just suppose the fender you hung doesn't make it between the boat and the dock — not a problem. If it's the FenderStep, at least it doubles as a step.

I don't miss parallel rules and dividers, but it's hard for me to justify spending a penny more on my marine electronics collection. This year, though, I might make room for the Safety Turtle. Nothing spoils a party like an unexpected swim and the shout of “man overboard.” The fact is that most MOB's occur dockside during the cocktail hour(s) — at least that's been my experience! The Safety Turtle is available in a cherub-like terrapin that can be worn on the wrist or as a pendant. When the party gets hopping and someone takes a header into the drink, the Safety Turtle sounds the alarm.

Superyachters who have everything and are panicking about keeping it now have a room for that purpose. The Panic Room Co. suggests its “Panic Room” is ideal for billionaires or even millionaires worried about “rising terrorism, cross border migration or the disparity between the haves and have-nots.” While it looks a lot like a portable ATM, the air-conditioned, iPad-equipped Panic Room can be disguised to look like anything — a waste tank perhaps? Capable of withstanding a shotgun blast, it's the perfect place to chill if you're planning to cruise the Somali coast or if your wife finds you in the hot tub with your second mate. It's delivered in a box and can be assembled in a day. And since it probably weighs more than my yacht, like most of this stuff, I will just have to *have not*! □

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Distributing the Power

In Part IV, we review several methods to move power from the generators to a yacht's systems.

By
Dudley
Dawson

In the past three issues, we've looked at the key considerations that go into specifying an electrical generation system. This final piece deals with distributing that power, and there are a number of ways to do that.

No single distribution system is perfect, so the one you choose depends on the size and complexity of your yacht, as well as the capabilities you would like to have within the system. The more you want, though, the more it costs upfront, but the additional capability and flexibility may be worth the difference.

The simplest and least expensive system, up to a point, is a central breaker panel where all the power feeds into a single panel and from there, via individual wiring runs, to each circuit throughout the yacht. This type is most suitable for a smaller boat in which the electrical loads are moderate, the number of circuits is limited and the runs are not too long.

If the yacht has only 120-volt AC power, it will likely be a single bus arrangement in which all circuits are fed from a single bus bar or from two bars with a jumper to bond them together. This system has three conductors: a hot wire, a neutral and a ground. Once we move to a more complex yacht, however, a split bus may be appropriate so that two shore-power cords can be used for extra amperage, or two generators can be operated without the need for paralleling.

Aboard yachts that have at least a few higher

voltage loads, the generator will have a dual-voltage output operating with a single phase. Such systems have four conductors: two hot wires (A and B), a neutral and a ground. They are quite similar to a typical household system in which each of the two hot legs provides 120 volts to neutral, or 240 volts between legs A and B. Such systems require two bus bars and may look physically similar to a split-bus system, but are wired differently.

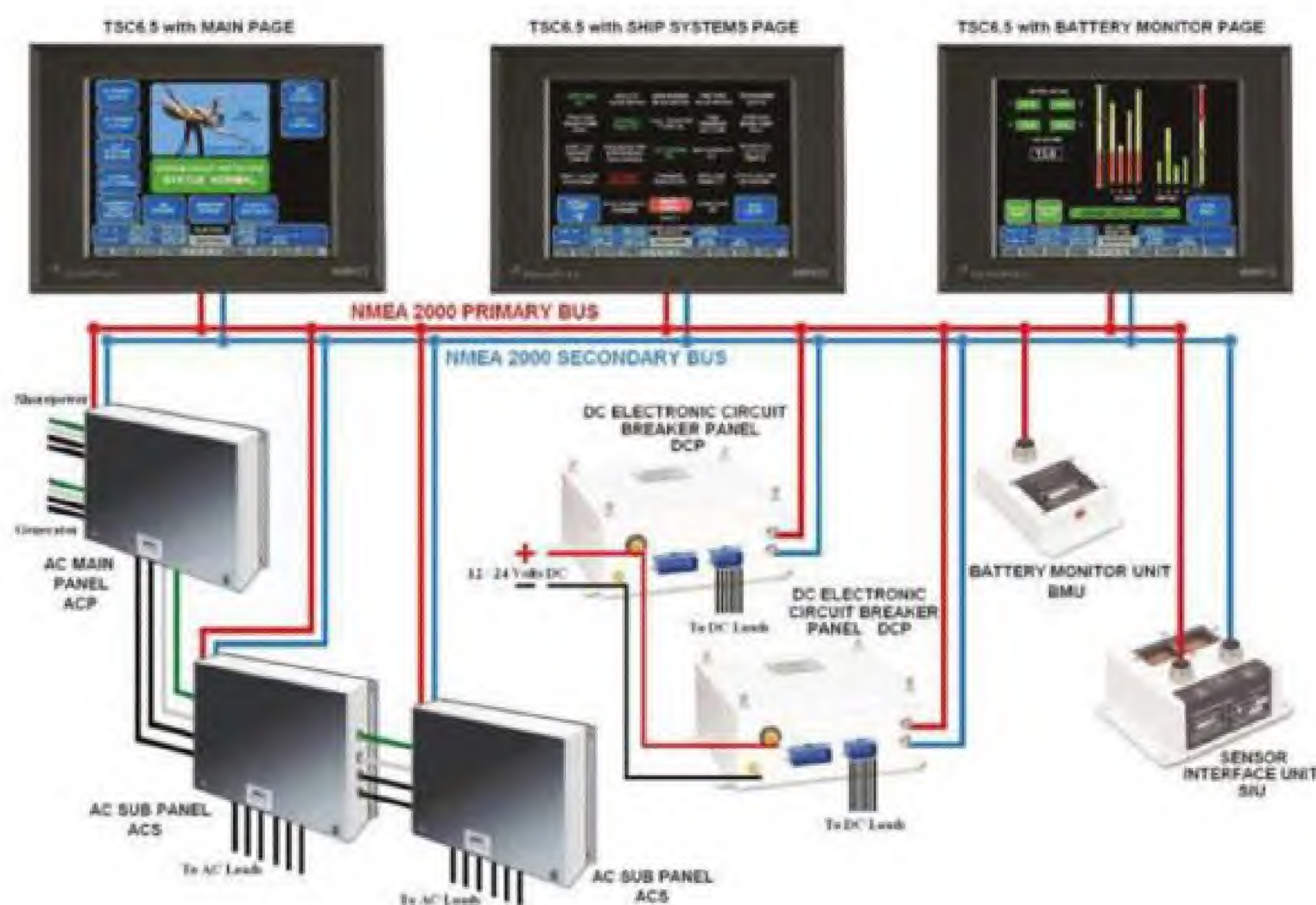
For even larger As yachts grow in size, they almost always increase in complexity and have a considerable number of power-hungry motors aboard. A three-phase system might be more appropriate than a single-phase system. This system has three hot-wire conductors (A, B and C), each providing 120 volts to neutral, as in a single-phase system. The difference is that, instead of one, there are three higher voltage outputs, A to B, B to C, and C to A, each a single-phase system of its own. Because the frequency waves of the phases are not directly opposite, as with a single-phase system, though, the voltage between them is not 240 volts but rather 208 volts. For some single-phase motors and equipment, this voltage difference doesn't matter; but for others it is critical, so be careful when specifying these items. The best choice for the heaviest loads is simply to use a three-phase motor rather than a single-phase unit.

While most smaller yachts will have a single central switchboard, often located in the salon and incorporating DC as well as AC breakers, these three-phase systems usually locate the breakers for larger loads in the engine room to limit the length of heavy conductors, saving both weight and cost. The same practice is applied to larger yachts in which the central switchboard is located in the engine room or control room, and smaller subpanels are distributed throughout the yacht. This saves weight and cost, and places the individual circuit breakers nearer the place of usage for easier reset or troubleshooting.

Finally, sophisticated multiplex distribution and monitoring systems, such as the OctoPlex (www.moritz-aero.com), have found their way onto both custom and production yachts. They offer a number of significant advantages above the most capable traditional systems, but at considerable extra cost. You should definitely consider these systems in your planning, but only you can decide if their capabilities are something you will use and are willing to pay for. □

DO YOU HAVE ANY QUESTIONS FOR DUDLEY? CONTACT HIM AT PERFORMANCE@YACHTINGMAGAZINE.COM AND LET HIM KNOW HOW HE CAN HELP.

This schematic of an OctoPlex multiplex distribution system shows a typical set-up. It provides control and monitoring of the electrical system.



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DESIGN

F-28

This slick little day boat defies the turbulent waters of designing by committee.

By
Dennis
Caprio

Imagine a masterpiece of form and function designed by a committee chaired by a bean counter and populated by a handful of suits from sales and marketing. Seems impossible, doesn't it? On the other hand, assemble a committee of talented artists and ask them to design an unusually handsome and innovative day boat, and you'll get the F-28.

Members of this artistic committee: Mark Fitzgerald, design manager; Wyatt Huggins, former chief designer at Fexas Yacht Design, hull form; and Hak Soo Ha, lead designer at Ford Motor Co., ergonomics and fabrication details. This consortium's goal is to raise the level of luxury and utility of the ubiquitous center-console boat, and to do this with as few compromises as possible.

Center consoles are rugged and built primarily for recreational fishing, but a few changes to the basic concept could broaden the type's appeal — making it a more agreeable companion for daylong adventures with the family. Instead of a bench or two aboard the typical center console, the F-28 will have an L-shape settee at the transom, a two-person bench at the helm, an upholstered seat on the forward end of the console and two removable benches near the bow.

When you plant the bow of the F-28 onto the beach, which is one of the advantages of a small boat in a sea of islands, you'll lower the hydraulically operated door in the bow and stroll down the gangplank as though you were a duchess. No leaping from the bow or slipping over the side. The door on the starboard side abaft the helm will let

passengers step onto a floating dock without having to climb down a ladder or portable stairs.

Although these two features are among the most important to the success of this design, I predict that folks will buy the F-28 for its striking looks. From certain angles, the one shown below among them, the sheer line appears to have a hint of spring. In a pure profile, though, it has the opposite — a reverse sheer, also known as powder horn. A shallow and edgy break in the sheer defines the after third of the boat. The line continues aft and then drops in a graceful arc to the quarter guard. Steps, port and starboard, will give everyone easy access to the water, helped by the handrails on the engine's hinged hood. This hood also suppresses the outboard's noise and deflects exhaust gases away from the cockpit, but equally important, it's an integral part of the design. An outboard engine, no matter how attractive, would still be an eyesore.

Every significant element of this design contributes to its forward look. A casual glance at the F-28 may give you the impression that the fiberglass hardtop is cantilevered over the helm, resting only on the airy flying buttresses. Closer inspection reveals a pair of straight stainless-steel stanchions supporting the forward end. The tinted acrylic windshield and the stanchions share the same angle of rake.

Fitzgerald has delineated many of the elements of this design with curvatures in a variety of radii. If we could see a rendering or architectural line art in a direct profile, we'd notice that none of the curves directly quote each other. The art referee might throw his yellow flag at this infraction, but remember we'll never have this flat perspective after the boat's been launched. If you doubt the harmony of this design, look at how nicely the curves and angles work together in the rendering. Even the radar's antenna spins within a slick housing atop the hardtop.

Among the significant details you can't see, my favorite is the console, which will float on shock-absorbing mounts and can be removed to gain access to the fuel tank and utilities. Most buyers will appreciate the head within the console and the abundance of stowage under the deck. What do you think about the F-28? Is this the center console for you? Send me your opinion at dennis.caprio@yachtingmagazine.com. □

F-28, 207-774-1009; www.fitzgerald28.com; Fitzgerald Marine Architecture, 207-975-2358; www.markfitzmarine.com

LOA: 28'3"
LWL: 25'5"
BEAM: 9'10"
DISPL.: 7,500 lb.
DRAFT: 2'8"
DEADRISE: 22 deg.
FUEL: 210 gal.
WATER: 30 gal.
ENGINE: 1 x 300 hp V-6 Yamaha outboard or 1 x 300 hp Volvo D4 diesel sterndrive





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Beneteau's Flyer GT 49

delivers performance, price and quality. By Ken Kreisler

Let's get something out of the way for all you naysayers and dedicated fossil fuel loyalists: Yes, Beneteau, a company with a 125-year history, is known as a builder of sailboats, garnering a loyal and dedicated following due in large part to its unfailing resolve never to cut corners on its construction or service. However, when the company introduced the Swift Trawler 42 in 2004, it opened the floodgates. The Barracuda, Antares and Monte Carlo lines followed, and now the Flyer Gran Turismo series in lengths of 34, 38, 44 and 49 feet in express and flying-bridge models shows that the company is very serious about what it can offer in this highly competitive market segment.

"You can especially see how important the commitment the company has undertaken is, with the significant amount of R&D money Beneteau has put into the launch of the GT series," said Alex Wilkes, part of the Denison Yacht Sales group.

A boat's cockpit is its welcome mat, and the one aboard the GT 49 seemed adequately large, its table and transom seating leaving plenty of room to move around. An optional helm station is available here, as well as an outdoor grill. The hydraulically operated swim platform helps in launching the 11-foot tender from its garage under the cockpit. I inspected the engine room via the cockpit hatch before going into the accommodations and noted the ease of checking fluids prior to casting off.



Beneteau offers a third stateroom in place of the starboard dinette.

A few minutes later, we left the dock and began idling along the upper reaches of Fort Lauderdale's serpentine, and often quite narrow, New River. The normally busy waterway was already in the throes of a rip-roaring incoming tide. Steering at the lower station without having to do any throttle jockeying, courtesy of the fast reaction of the twin 435 hp Volvo Penta D6 IPS600s, made navigating the quickly changing nautical pinball game just a bit more relaxed. The lower station's big forward windows and those to either side provided me with excellent sight lines, adding to the feeling of control that comes with pod drives.

By the time we had motored downriver to where the waterway opened, I noticed that the wind was blowing at a constant 30 knots. When we arrived at the channel markers indicating the Port Everglades Inlet and poked the GT 49's bow seaward, we got a peek at the horror show going on out in the ocean.

After a very brief discussion, we agreed to confine my testing to the Intracoastal Waterway. We headed south toward Dania, where we had enough running room outside of the no-wake zones to get accurate performance numbers.

Although the flying bridge is roomy and offers superior sight lines, I chose to do my evaluations from the salon station. The reason: When putting a boat

LOA: 51'2"
LWL: 45'11"
BEAM: 14'1"
DRAFT: 3'7"
DISPL.: 27,550 lb.
FUEL: 344 gal.
WATER: 170 gal.
TRANSOM DEADRISE: 16 degrees
TEST POWER: 2 x 435 hp Volvo Penta IPS600 diesels
BASE PRICE: \$686,800
PRICE AS TESTED: \$858,700



RPM	KNOTS	GPH	dB(A)
650	4.4	.7	62
1000	5.8	1.6	63
1200	7.0	2.0	66
1500	8.0	5.5	67
1800	9.7	8.6	71
2100	12.0	16.0	73
2400	14.2	21.0	74
2700	18.3	26.0	75
3300	27.4	42.0	80
3600	28.6	44.0	84

TEST CONDITIONS:

Speeds were measured by GPS in the Intracoastal Waterway in calm seas and 15-knot winds, with a ⁵/₈ load of fuel, no water and three people on board. Fuel consumption was calculated by the electronic engine-monitoring system. Sound levels were measured at the helm.

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Light fabrics add to the open feeling of the salon (top). The master spans the full beam.

with dual helms through her paces from the bridge, there is no way to assess what happens to the view of the seaway from the helm during acceleration. On many a vessel coming up out of the hole, while steering from below, the driver can lose the horizon long enough to miss that nasty "wood shark" lying dead ahead or some other nefarious flotsam just waiting to strike the hull or do damage to the propulsion units. This was not an issue with the GT 49. During four runs, all with the boat coming up onto plane accompanied by the normal bow rise, not once did I lose sight of the seaway. And consider that I am 5 feet 9 inches tall, was seated and didn't have to crane my neck. The overall performance test resulted in an average fast cruise of 27.7 knots burning 42 gph at 3300 rpm, and a slow cruise average of 18.3 knots, with a 26 gph fuel rate at 2700 rpm. And with her responsive handling, the GT 49 is fun to drive. She quickly answers to the helm, executes tight turns and tracks a true course in a straight line.

I also liked the boat's interior layout. Large windows all around and 6 feet 6 inches of headroom add to the feeling of spaciousness in the salon. The helm is on the starboard side; a sofa and table is opposite, giving occupants a perfect view of the TV abaft the helm. Below, light from the windshield and a view of the sky make the galley and dinette feel like an atrium. The guest stateroom is forward. The pods allow a full-beam master stateroom under the salon. It has an en suite head and a large locker.

The noteworthy fit and finish throughout is complemented by her quality construction details, including a solid fiberglass bottom with coring from the waterline up, low profile exterior styling featuring wide walkways on both sides and high, sturdy rails for safe passages, and the kind of attention to detail one would expect from a company of this pedigree. □

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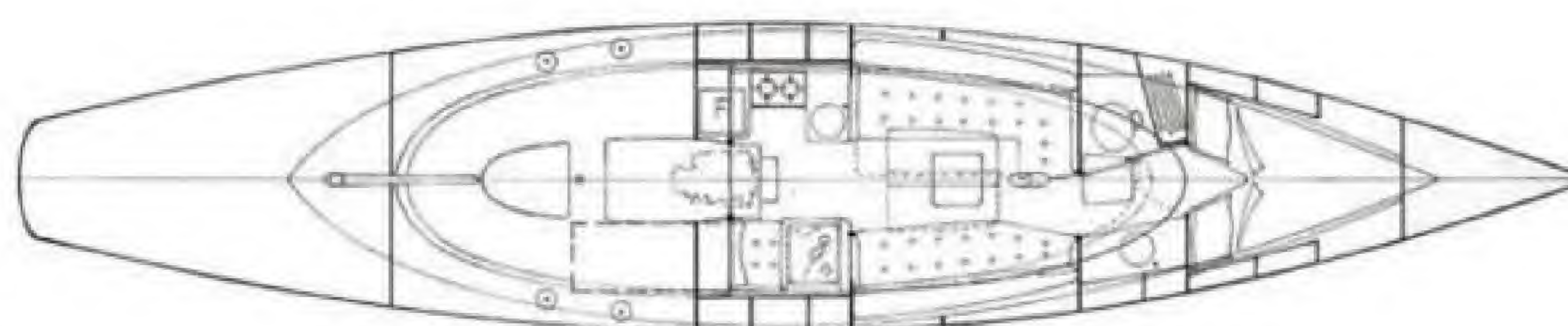


As slim as a whippet and nearly as fast, the Spirit 46 has the form and soul of a classic. By Herb McCormick

Like many self-professed adrenaline junkies, Tina Felix doesn't look like one. A lawyer by profession as well as a mother of four, at first glance she seems the very essence of those solid, grounded pursuits. Her "other side" was revealed early last fall on Rhode Island's Narragansett Bay, where a crisp northerly gusting toward 25 knots was coursing down the East Passage. Aboard *Bamboozle*, the Spirit 46 she owns with her spouse, Kevin, I was tagging along with the couple for the short but lively beat from Newport to Portsmouth.

We were two or perhaps three tacks into it, spray flying, clawing to windward at nearly 7 knots, when Tina suggested we shake out the single reef. The pumping breeze ever so slightly overpowered us, and the boat gained only a 10th or two of a knot. Tina seemed satisfied, though, and I completely understood why. With *Bamboozle's* slim beam, low profile and long overhangs, she appeared above the waterline to be from a different era, but she was a wolf in sheep's clothing: Thanks to a tall Southern Spars carbon rig, high-tech Quantum sails, the deep fin keel and ballast bulb, and a spade rudder, she tracked to weather as if possessed.

"Spirit is a pretty well-known brand in Europe and the United Kingdom, but this is our first foray into the United States," the company's founder, Sean McMillan, said last September while exhibiting *Bamboozle* at the Newport International Boat Show.



Long, narrow boats sail beautifully, but they are a little cramped below.

LOA: 46'3"
LWL: 33'10"
BEAM: 9'3"
DRAFT: 6'6"
DISPL.: 9,920 lb.
FUEL: 13 gal.
WATER: 25 gal.
ENGINE: 1 x 18 hp Yanmar GM-20 diesel
SAIL AREA: 684 sq. ft. (w/ 100 percent foretriangle)
DISPL./LENGTH RATIO: 115
SAIL AREA/DISPL. RATIO: 23.7
PRICE: \$600,000

"We started 17 years ago with the intention of building very beautiful, modern, classic boats. ... The most significant thing was getting away from the long keel/keel-hung rudder configuration that all classics had. If you start with a 'narrowish' boat — but not uncomfortably narrow — with a firm turn in the bilge so it's got good form stability and shallow rocker, you're making a small hole in the water, with very efficient foils and a very efficient rig. You can't really miss, frankly."

What also separates Spirit from almost every other builder of traditional-style series yachts is the boats' wood/epoxy construction. Like all Spirits, the 46 is built on laminated ring frames usually fashioned from Brazilian cedar, a strong, dark hardwood that looks like mahogany but at half the weight; the keelson is Oregon pine. The first layer of planking on the 46 is also Brazilian cedar (on bigger boats that are less weight sensitive, the choice is Douglas fir), and it's glued to the ring frames to form a monocoque structure that's then faired before a series of double-diagonal veneers are applied. The builders add a layer of glass/epoxy to stabilize the surface prior to the Awlgrip finish.

The deck is swept teak; the brightwork is highly varnished Brazilian mahogany. The keel is an SG steel foil to which a torpedo-shape lead ballast bulb is bolted. The stainless-steel rudderstock supports a finely tuned foam-cored carbon rudder. Custom hardware abounds. The attention to detail is staggering. The end result is irresistible.

Like most Spirit owners, the Felixes visited the yard as their boat, the 10th 46 to be built, came into existence before their eyes, an experience that McMillan strongly encourages. "They're virtually custom boats," he said. "You can have any interior you want. It's not like buying one off the shelf. The owners have to work with us for a year or 15 months or more to create this thing, and that's a big commitment. The more they





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ON BOARD

come to visit, the better we can keep coming together to stay on exactly the same track they want.”

While McMillan said he'd delivered prior 46s with a variety of interior arrangements — an open floor plan, one cabin and two cabins — the Felixes chose a rather standard layout with a V-berth and head forward, a pair of opposing settees and dining table in the central salon, and the galley and navigation station, to port and starboard respectively, at the foot of the companionway. The joinery work is remarkable; the 46 is literally a yacht where one “takes the furniture” sailing. The one and only thing the boat lacks down below is a place to stand up; headroom is about 5 feet 2 inches.

To underscore the fact that the Felixes' 46 is optimized for sailing and that they spend the majority of their time aboard topside, *Bamboozle's* cockpit is two feet longer than those on her sister ships. She's also the only Spirit to be tricked out with Harken hardware, which Kevin specifically requested.



Salons don't get more inviting, if you don't mind ducking. Headroom is 5 feet 2 inches.

Though our destination was dead upwind, once we were past the Newport bridge, we couldn't resist the urge to bear away and ease the sheets, if only for a few moments. While we didn't record the 21 knots of boat speed that another 46

notched during a race the previous year — many owners enjoy competing in the ever-growing Spirit of Tradition divisions at classic-yacht regattas — the knotmeter immediately ascended into double figures, topping off at nearly 11 knots.


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Unfortunately, too soon we hardened up, back on the breeze.

At my suggestion — I was interested to see what difference it would make, if any — we tucked the first reef back in and were able to lock in the mainsheet and forgo easing it in the puffs to luff the sail. The boat seemed a bit happier, her rudder a tad less loaded, and we gained a few more 10ths of speed, up to almost 7½ knots and tacking through 60 degrees. Despite the rather sporty weather, she was nearly dry on deck. Thanks to her light ends and a bit of flare to her bow, rather than plowing through the chop, she rose ever so slightly and gracefully up and over each passing wave. It felt like a curtsy. She appeared to be enjoying the outing as much as we were.

The best part of all, of course, was driving. Like an old 6-Meter or 8-Meter, *Bamboozle* was devoid of lifelines; not only were the sight lines forward clear and unobstructed, but the absence of railings also heightened the sensation of speed and one's proximity to the water rushing by. To command a boat this long, lean



All the sail-handling lines lead to the cockpit. Winches are within easy reach for solo sailing, and nimble, with a feathery-light tiller, was nothing less than pure joy.

Much too soon, the marina hove into view, so we threw in one last tack, luffed up, dropped the main and motored in. The boat is no slouch under power either,

registering a solid 7 knots at 2500 rpm. Tying up was a letdown. Things became too quiet. Evidently, my adrenaline had been flowing too. □

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Paradise Found A seasoned cruiser offers his British Virgin Island favorites. Story and photography by George Sass Jr.

don't want to write this article. I *really* don't. I have plenty of reservations about sharing favorite anchorages, special places and hidden gems that I've discovered during the past 20 years of cruising the British Virgin Islands.

I've learned where not to go after, well, going there. I've suffered through family vacations with too many generations on a too small boat. I've waited for domestic unrest in the next stateroom to boil over into a full-blown Jerry Springer episode once the next passive-aggressive jibe was cast. There have been the horrendous waiters, arrogant resort managers, crowded anchorages that display the worst of human nature, and even a case of food poisoning where I prayed for a bullet to the head. I've paid my dues, so why shouldn't you?

Well, first of all I kind of need the job. Second, the British Virgin Islands are truly paradise, and if we time our cruises right, there should be room for all of us. Here are a few of my favorite places, tips, and BVIs morsels. Have I missed yours? If you feel like sharing, drop me a line at george.sass@yachtingmagazine.com.

VIRGIN GORDA, NORTH SOUND

This bay hosts a wider variety of watersports activity per square mile than a Disney water park. The steady trade winds create wonderful opportunities for windsurfing, kiteboarding and dinghy sailing throughout the Sound. Transient yachtsmen won't have a shortage of mooring and docking options. The Bitter End Yacht Club offers slips and numerous moorings. The resort has done a superb job of welcoming the transient yachtsman. It also offers a good spot to create a surf and turf adventure. Take the boat, and spend a few days ashore, or better yet, send your guests. I also use the North Sound as my jumping off point to head to St. Martin or St. Barths. It's a doable overnight trip and a favorable course.

Nearby is Saba Rock, which includes a restaurant, marina, and hotel. One of my best Superbowls was sitting at the bar at Saba while the boat tugged away at a nearby mooring.

To the west you'll find Leverick Bay Resort and Marina. Kids will love the pool and beach, while adults can find a number of activities, from fishing to

1. The view of Eustatia Sound from Saba Rock 2. A Moorings 474 moored at The Baths. 3. Seddy's One Love Beach Bar at White Bay. 4. Scrub Island Resort, Spa, and Marina. Marina Cay is seen in the background.





■ CRUISING YACHTSMAN



No, this is not some lost civilization, but family fun, BVI style. The Caves at Norman Island offer memorable snorkeling and wildlife.

FOUR SECRET ANCHORAGES FROM AN UNSYMPATHETIC DONALD STREET

When the author sent a note to noted mariner, author, and Caribbean expert Donald Street over the Christmas holiday complaining about dodging dragging boats and crowds in overflowing anchorages in the British Virgin Islands, Street shot back a to-the-point quip: "George, I have no sympathy for you. If you had on board a copy of my *Guide to Puerto Rico, Spanish, U.S. and British Virgin Islands* (the only guide that covers the whole area in one volume) and the Scotts' guide (*The Cruising Guide to the Virgin Islands*) and you had circled in red all the anchorages I mention that are not in the Scotts' guide you would have quiet anchorages with no other boats!!!! Let's republish my 1969 article in YACHTING "Gunkholing in the Caribbean." Many mentioned are still uncrowded. Here are a few favorite anchorages off the beaten path ..." Looks like we're going back to the archives. Stay tuned.

- **Bluff Bay**, south side of Beef Island
- **Money Bay**, Norman Island
- **South side**, Peter Island
- **Eustatia Sound**, Virgin Gorda

small boat rentals. Every time I've pulled in, the staff goes out of their way to accommodate us, they're kid friendly, and the scenery is stunning. You can rent a villa through the resort. It would not be difficult to spend an entire week on the North Sound.

THE BATHS AND VIRGIN GORDA YACHT HARBOUR, VIRGIN GORDA

I need to confess, I've tired of The Baths, and won't visit them during the high season. Why? They're just too damn crowded and I usually end up staying on board the boat after I practice a full-in beach assault, toss a bunch of kids and a cooler overboard, and head back out to "watch the mooring," which is code for getting away from the crowds. However, I've discovered a few hints over the years for those intent on visiting this stunning collection of boulders, caves, large pools, and underwater splendor.

If it's during the high season and you aren't able to arrive first thing in the morning, grab a slip at Virgin Gorda Yacht Harbour in Spanish Town (this is also a fine place to leave a boat for the season). Then take a taxi and head on down to the fun. *Tip: Virgin Gorda Yacht Harbour offers great provisions with a variety of stores.*

One of my family's favorite places is the Top of the Baths restaurant. You can get dropped off or walk up the path. It offers



incredible views of The Baths, great food, and a pool where we seem to spend more time frolicking than at The Baths.

After you're back on shore, a superb way to top off the day is dinner at Little Dix Bay. Dining along the beach is top-notch. The boutique resort also offers unique accommodations, ranging from suites to full-service villas. If you want to win a few points, work in a spa experience at Little Dix during your next trip.

UNDERWATER SPLENDOR

The British Virgin Islands are known the world over for phenomenal underwater life. Divers flock to the area, so every boat should be stocked with a full array of snorkel gear. Three of our favorite spots are the Indians, west of Norman Island; The Caves, located at Treasure Point on the western tip of The Bight, Norman Island; and around Cistern Point off



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Cooper Island. Norman Island is often the subject of tall tales of buried treasure, and I've certainly kept my eyes open for a few coins in an effort to figure out how to pay for the next adventure. The snorkeling around the Indians is in deep water and is absolutely breathtaking. *Tip: Invest in an underwater camera such as the Kodak Play Sport. After an hour or so each night with a program like iMovie, you can create short takes of the day's adventures that kids and adults will enjoy.*



JOST VAN DYKE

The only time I suggest avoiding Jost Van Dyke is during New Year's Eve. (Unless you enjoy stepping over drunk Neanderthals lying face first in a puddle or getting yelled at by grumpy, smelly live-aboards at anchor who decided to give up showers and manners for the New Year, and who have no clue about proper seamanship. *You know who you are.* More about that in a future column.) Other than during this especially crowded period, we love Jost Van Dyke! In fact, every time I go to the BVIs, I make White Bay our first stop. Why? It just sets the tone and instantly propels guests into vacation mode. The beach is spectacular. There's casual food and entertainment, and if you can't start to relax here, you may have other issues. Walk down to Seddy's One

Saba Rock houses a variety of nautical memorabilia and a pleasant place to sun after lunch.



CHICKEN ROTI, BVI STYLE

Every island has its preferred version of the original Trinidad roti. This BVI version is a little less spicy and uses store-bought tortilla as a handy substitute for the original chickpea roti wrap. If you want to go all out, see our recipe for chickpea roti at www.yachtingmagazine.com/bestofbvi.

Ingredients:

- 3 boneless breasts of chicken
- 1 medium onion, chopped roughly
- 1 green pepper, chopped roughly
- 1 large carrot, peeled and sliced thinly
- 2 large potatoes, peeled and cubed
- 1 can chicken broth
- ½ cup water
- 2 cloves crushed garlic
- 2 Tbs. curry powder
- 2-3 tsp. hot sauce
- salt and pepper to taste
- a handful of fresh chopped parsley
- 4 large flour tortillas
- 1 jar mango chutney or fruit salsa

Preparation:

In a large skillet, over medium heat, sauté garlic and onion for two minutes. Add chicken and sauté till cooked but tender. Add green pepper and carrots. Sauté 1-2 minutes. Add chicken broth, potatoes and as much water as needed to cover everything. Simmer until potatoes are very tender and broth has begun to reduce. Add all spices and flavorings to taste.

Cover, turn off, and let stand. The mixture will thicken a little as it cools. When ready to serve, heat the stew to a boil while stirring with a wooden spoon. Warm tortillas, and heap a generous portion of the chicken mixture in the center of the tortilla. Roll into a flat tube with ends folded under. Serve with chutney on top.

Love Beach Bar and ask for a little magic show. The Painkillers at the Soggy Dollar are wonderful, and their chicken roti is darn tasty as well.

To the east of White Bay is Great Harbour. Bars and shops line the beach, including the notable Foxy's. We also like Corsairs, although if you have time and the stamina, each one has a unique atmosphere that's worth visiting. If you're in the mood for a lobster dinner, be sure to head around the corner to Little Harbour and experience the all you can eat lobster night at Harris'.

COOPER ISLAND

Every time I take a mooring from the Cooper Island Beach Club on Machioneel Bay and enjoy a tasty dinner with my feet

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White Bay is one of the best beaches in the BVIs.

buried in the sand, I suggest that we return here for our entire vacation, rent a cottage, bring a trunk of books, and simply chill, *sans* boat. The small resort was completely renovated under new ownership in 2009. The staff and management are welcoming and hospitable. The view from the deck toward the west at sunset makes for a special evening. As noted previously, the snorkeling is also brilliant at Cistern Point, located at the southern tip of Machioneel Bay. Yes indeed, the boat may stay at the dock next time, and we'll head right over to Cooper.

SCRUB ISLAND

This newly opened resort and marina is now on the must-stop list. Log onto www.yachtingmagazine.com/scrubisland for our complete review after our August visit.

CHARTERING

There are a variety of crewed and bareboat charters available in the British Virgin Islands offering power and sail options. If our herd moves over the five-person mark as it did in August with a total of ten — including four active kids under the age of 12 — we prefer to go with the 474 power cat from The Moorings (www.moorings.com). Granted ten was a tad tight, but the four-stateroom, four-head layout is tough to beat. The flybridge is designed for relaxing and enjoying sunset appetizers and stargazing. The Moorings has a new base in Road Town, Tortola, and I can't stress enough how nice it is to give kids an option to hit the pool while you get the boat sorted. There are two fine restaurants on the property, as well as a refurbished hotel. □

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Cure Cabin Fever Yachtsmen chartering this Florida Bay Coaster 65 will savor her charm and hospitality. By Kim Gavin

It's darn near impossible to combine Jimmy Buffett's stomping grounds in the Florida Keys with an Irish pub frequented by Billy Joel and come up with anything other than an unusual, rock-star experience on the water. That's exactly what the 65-foot Florida Bay Coaster *Red Head* is poised to provide as she returns to the charter industry for the first time in more than a decade.

She originally launched in 1988 as *Key Largo*, just the second of the Freighter Line built by the Florida Bay Coaster Co. and, ultimately, the largest Freighter that would be produced in partnership with naval architect Jay Benford. The boat chartered for a few years as *Key Largo* in Florida and Maine before being sold into private use along the East Coast, and that owner eventually sold her to Joel, who rechristened her *Red Head*. He made a number of modifications, among them lengthening the main salon, which he redecorated along with the adjacent, open galley into a proper Irish pub.

Joel sold *Red Head* to her current owner in 2004, and he too originally kept her for private use. He retained the name but otherwise made *Red Head* his own, including redecorating the pub into a guest area that now features a bar topped in metallic zinc slab, a brick-red Aga range and a matte-black

propane fireplace that looks like a classic from a Nantucket cottage. The whole of the interior is now contemporary, with lots of whites, silvers and grays along with pops of color accents.

It was this surprisingly modern interior, along with *Red Head's* unusual exterior profile, that made her the talk of the docks at the 2011 Newport Charter Yacht Show. The last Florida Bay Coaster marketed for crewed charter was the 60-foot *Inmy*, a good five years earlier, and *Red Head's* crew was preparing to bring the brand back to the market in style during autumn 2011.

"The owner now realizes that he will primarily be using the boat during the summer months in New England, with his family," says Natalie Hannon, who runs the charter operation alongside her husband, Capt. Donald Hannon. "Our availability will be during fall in New England, and then during the school year in the Bahamas."

Red Head's latest refit created an interior that is contemporary and bright, with splashes of color throughout.



This stateroom has so much light that it's hard to believe you're afloat.

The Hannons have a strong reputation in the charter business — as well as a predilection for working aboard character yachts, which *Red Head* most certainly is. Donald Hannon's background includes more than 25 years of running boats from New England to the Bahamas, while Natalie has been boating since her childhood days with family in Fort Lauderdale. They most recently served as crew aboard the 77-foot *Belle*, a classic motoryacht built in 1929 by New York Yacht, Launch and Engine Co. and restored in the late 1990s, as well as aboard the 92-foot *Innisfail*, a late-1930s Mathis-Trumpy that was restored just a few years ago.

"*Red Head* is a different kind of special," Natalie told me, "because people all say that when they come aboard, they don't feel like they're on a boat. They feel like they're in a home, and a really nice home at that."

The impression comes not only from *Red Head's* décor, but also from her design. Many of the guest areas have 6½ feet of headroom, creating interior volume that is impressive aboard a 65-footer. The two guest cabins are more like those in a house than on most boats, too. One has a king-size bed, the other a queen, with not a hint of upper-lower bunks or Pullman berths.

This makes *Red Head* ideal for charter by two couples, but Donald Hannon says there is extra space for children in the pilothouse, where the settee converts to a bed.

"If I were a kid, I'd be thrilled to sleep there," he says. "The pilothouse is a really cool place on any boat."

Red Head also has several features that will appeal to fun-seekers of all ages, including a drop-down swim platform, a hammock-filled forward deck and a private deck off the master cabin aft. The crew intend to have coffee and juice awaiting charter clients on that last deck, where mornings can be enjoyed in solitude with a gorgeous view.

"The owner wasn't sure about charter at first," Natalie Hannon says, "but now that the boat is so cool and dialed in with crew, he wants to use it and see it used." □

Red Head charts with four guests and two crew at a lowest weekly base rate of \$15,000 plus expenses. Neptune Group Yachting, 954-524-7978; www.ngyt.com.



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If you think the Cheoy Lee Alpha 76 represents a big



By George Sass Jr.

Photography by Forest Johnson

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Trickle Thedown

departure for the venerable motoryacht builder, you'd be dead wrong.

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After testing and evaluating boats for more than a decade, you acquire a calloused layer of cynicism. For example, you're inevitably presented with the Mark XXV version of a model that a builder promotes as "completely new," yet it really only showcases the latest in counter surface technology and soft goods — not much else sets it apart from the previous 24 versions. Or even more suspect is the boat marketed as a "new build" constructed with 25-year-old tooling that's been collecting dust in the corner of a defunct factory.

My hackles really stand up when I'm told by a builder, "Wait until you see what we have coming — it's totally different and fresh. But I can't say anything now. *We'd both be in danger. Shh.*" That general context sets off all types of alarms and caution signs. So, such was my initial reaction when Cheoy Lee began to drop hints of its new Alpha 76 Express — the builder's first model in its Alpha Series.

The more I tried to guess what this venerable boatbuilder was working on, the more confused I became. The company has set trends over the past several decades with eye-popping builds from Tom Fexas, who created early "Euro" design motoryachts long before some public relations whiz — most likely a European — coined the phrase. During the same period, Cheoy Lee graced the waterways with the traditional Hargrave-designed 92 and 103. Considering this breadth of design, trying to guess where they were going next was not easy. *Drum roll, please.*

Three years ago, Cheoy Lee identified an opportunity in the highly competitive large express market. B.Y. Lo, vice president

and a co-owner of Cheoy Lee, is a savvy businessman who runs the company with the perfect balance of risk and deliberate, well thought out action. Lo has no notion of dominating the express market. He simply recognizes that there is room for a different take on an express yacht — one that capitalizes on his company's strengths and centuries of experience.

In order to ensure the company's mission was accomplished, the builder called on yacht designer Michael Peters to design the hull and style the exterior, and Luiz de Basto to design the interior. The express cruiser market is a tough segment of the industry to crack, especially for a company that earned its reputation building commercial ships and long-range yachts for the cruising crowd. Yet by creating a pedigree-fueled team, Cheoy Lee has created quite the stir since the model's October debut.

One aspect of the Alpha 76 I like is the builder's choice of straight shafts coupled to V-drives. The team explored pod-drive applications, yet was hesitant to get into triple or quadruple pods. When long-anticipated higher horsepower pod models did not materialize, Cheoy Lee and Peters went with twin 1,900-horsepower Caterpillar C32 ACERT diesels joined to ZF 350V gear boxes. Although the builder continues to tweak the props, our test ride proved that this power package combined with Peters' hull is a damn fine combination. At 1800 rpm, running in three- to five-footers in a short fetch, we effortlessly maintained an average cruising speed of 27 knots. In these snotty conditions, everyone on board was comfortable, standing, carrying on a conversation and enjoying the ride.

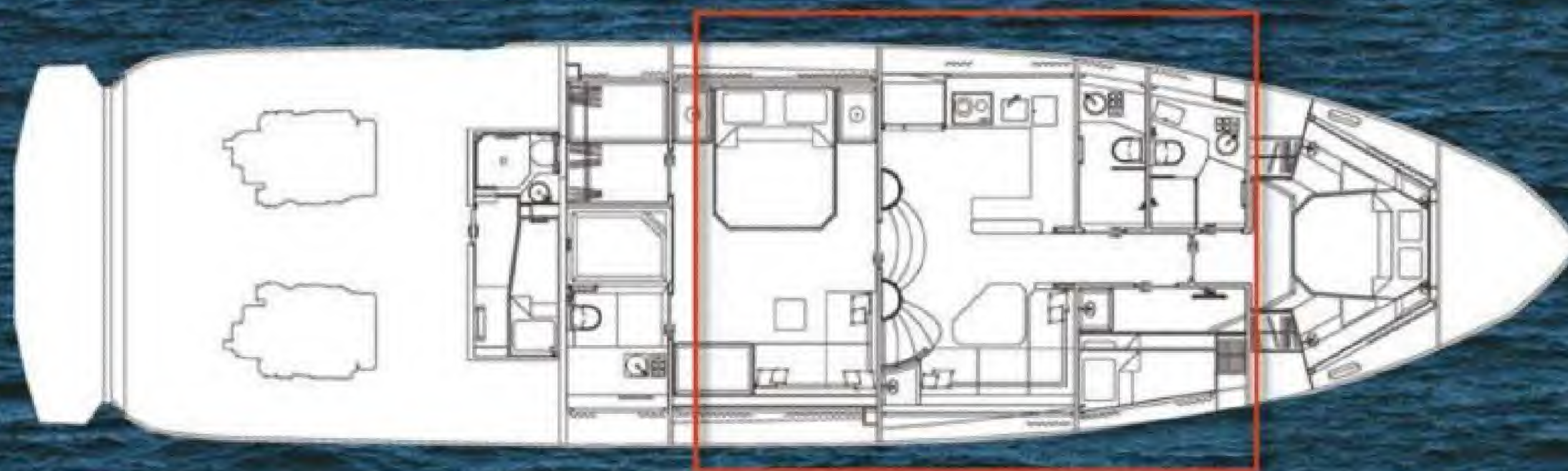
Like the family room in a beachside cottage, the salon aboard the Alpha 76 Express opens onto a spacious afterdeck, encouraging guests to mingle freely and stop for a drink at the bar. Luiz de Basto designed the interior, though the three-tier coffee table was his wife's idea.



RPM	KNOTS	GPH
700	8.0	10.8
900	10.9	23.0
1200	13.6	47.6
1500	20.0	80.8
1800	27.0	132.0
2100	32.1	161.4
2260	38.0	200.0

TEST CONDITIONS: Speeds were measured by GPS off Fort Lauderdale, Florida, in three- to four-foot seas and 15 to 20 knots of wind, with a $\frac{3}{4}$ load of fuel, $\frac{1}{2}$ water and eight people on board. Fuel consumption was calculated by the engine-monitoring system.

LOA: 76'6"
LWL: 59'5"
BEAM: 19'8"
DRAFT: 5'5"
DISPL.: 107,000 lb.
FUEL: 1,060 gal.
WATER: 264 gal.
ENGINE OPTIONS: 2 x 1,550 hp MAN V-12 diesels
ENGINES TESTED: 2 x 1,900 hp Caterpillar C32 ACERT diesels
PRICE AS TESTED: \$4,750,000



The owner's stateroom and dinette enjoy natural light from the large windows in the topsides, which stand out in the profile below.



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An even sweeter spot is 20 knots at 1500 rpm, burning a total of 80 gallons an hour. I personally spend a lot of time offshore and I rarely find the conditions that let me consistently take a boat to more than 30 knots, or higher cruising speeds. Although, when we put the throttles down to a top speed of 38 knots on the 76, we never took a drop of spray over the windshield.

Peters drew a moderate V-shape hull, with convex forward sections, transitioning to a 17.5-degree deadrise aft. If an owner is intent on hitting that 40-knot top speed mark for bragging rights, Cheoy Lee is confident it can achieve the speed with additional engineering.

The high-performance inspired helm seats create a snug perch for piloting this thoroughbred. Our test boat featured a joystick steering option and a removable conventional steering wheel. The concept is that the helmsman can sit back comfortably in the chair and make easy adjustments without moving. I get it. Yet, for me, a good old reliable wheel and an autopilot remote will do just fine.

The helm itself is a superbly designed piece of furniture by De Basto that could be on display at New York's Museum of Modern Art. There was simply no bad angle. The line of sight from the helm was good and it was easy to see traffic in all corners.

During our sea trial, noise emanating from the interior workings was minimal. Even so, the builder wants to further reduce noise. "We'll round the edge of the forward inside chines slightly and put in some sound deadening up forward as well," said Marty Isenberg, director of marketing and sales for Cheoy Lee. "That will help quiet her down even more." The 76 feels solid and tough underneath. Like Cheoy Lee's motoryachts, the 76 is

A helm on the centerline gives the skipper a super view from his command chair.



A CONVERSATION WITH LUIZ DE BASTO



The goal of the interior styling, specs, and finish was to produce a design for production in series that would offer a level of style and luxury normally found only in custom yachts. Dennis Caprio spoke with Luiz de Basto to learn more about the design process and the relationship among members of the team.

YACHTING: When did you start on this project?

De Basto: We made the preliminary drawings April 7, 2010.

YACHTING: Did Cheoy Lee set the tone for the overall concept of the interior for the 76 Express?

De Basto: No, not at all. It was completely suggested by me. My idea was that because this is a very tough market — very competitive — to make [the 76 Express] the upper end of the market ... so it will stand out from the others. At the same time, it's a production-oriented design, so it can be built in series ... but to look like a custom design. I did not want it to look machine-made, so I used leather, metal trim and veneers for a custom look.

YACHTING: Did you have free reign in the choice of fabrics, textures, colors, furniture and accessories?

De Basto: Yes, they gave me total free reign, total freedom. Some of the materials had to be changed because availability in China was not good, but not because of interference from their side.

YACHTING: Did you work with Mike Peters in establishing the general arrangement plan?

De Basto: Michael did a preliminary arrangement plan ... but the final GA is mine.

YACHTING: Did you contribute to the exterior styling?

De Basto: Actually, I have a little touch. Because we have the atrium look ... when you look up [from the galley/dinette area] you see the mullions on the windshield converge. Originally they were parallel to the centerline [of the yacht]. I said, "no guys, [the mullions] need to run as a continuation ... of the roof. When you're driving the boat, the mullions emphasize the perspective because they draw together as they go down. It just feels natural."

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Engineering (opposite, top) and art (left) collaborate in the overall success of this yacht. See how the window mullions converge (below).

is similar to her competition's, yet the 76's accommodations, interior volume and equipment create a model that differs from the typical cocktail sled. *She can cruise.* Loading up with gear and provisions for a month in the Exumas, or maybe an adventure through Alaska's Inside Passage, would be a no-brainer on the 76 — and it would be a hell of a fun ride that you'd want the tankage to accommodate.

De Basto put Peters' full-body beam to good advantage. Sitting on the settee in the master stateroom, I could have been on one of Cheoy Lee's larger motoryachts. The full-beam space is impressive. And I almost wept with happiness when I saw a hull side window that brings in the light but doesn't detract from the boat's clean exterior lines.

Cheoy Lee uses CNC machines almost exclusively on the interior, resulting in tight joints and precision fits. Furthermore, the intricate design details laid out by De Basto can be executed to perfection. Cored cabinetry, a practice perfected by the builder on its larger motoryachts, reduces weight for increased performance and economy. The most impressive example of this is in the master head. Rich marble created from one slab feels as if you're standing on a piece inches thick — on the 76, it can be measured in millimeters. The marble surfaces are created with a CNC band saw and then epoxy laminated to a honeycomb core. *Slick.*

The galley and dinette are forward of the master suite and benefit from the atrium light created overhead by the three-panel windshield. Prepping breakfast in the large U-shape galley while the sun streams in from above before heading out for an early morning snorkel will be a joy. Equipment includes a full array of GE appliances. The settee opposite has a direct line of sight to the helm area.

Forward of the galley, there are two additional staterooms and heads. Crew accommodations are forward of the engine room.

The salon follows a popular trend of creating seamless transitions between the outdoor and indoor accommodations. The only item that separates the two areas on the 76 is a well-placed bar unit that is perfectly situated for large-scale entertaining. A day-head here is also convenient. A settee and high-low table accommodate alfresco diners on the afterdeck. A Jacuzzi tub abaft the settee can be filled with fresh or salt water. The large swim platform accommodates a tender or PWC.

Cheoy Lee chose a synthetic PVC decking that looks and feels like teak, but with none of teak's maintenance issues. The walkways are wide with high bulwarks and stainless-steel work that will be the envy of any builder. A cozy forward U-shape settee with table is placed on the bow.

Future plans call for one launch per year in the Alpha Series for the next several years. The next model is a 76 flybridge slotted to launch later this year, followed by 86-foot express and bridge models.

If you like hull number one of the 76, you'll need to wait for the next slot. Cheoy Lee is holding onto it for the foreseeable future in order to thoroughly test the boat and evaluate systems. Besides ensuring everything works as advertised, the company wants to be certain the Alpha stays true to its demanding standards. "Every boat we build needs to be better," said Lo. Considering the execution of the Alpha 76, they have indeed raised their own bar. □

Cheoy Lee North America, 954-527-0999; www.cheoyleena.com



built using monocoque construction that bonds all structural components directly to the hull.

The tanks are fiberglass and integral, another practice Cheoy Lee has executed all their designs for years. "The integral tanks are down low, increasing balance and lowering the center of gravity. The tank baffles become structural transverse web frames, while the tanks create a double bottom," explained Isenberg.

I would like to see a tad more fuel capacity to give her a little better range. Granted, the 1,060 gallons of fuel capacity



Swans have changed significantly during Nautor's 45-year

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birds of a feather

BY DENNIS CAPRIO

history, but the 66 FD leaves no doubt about her ancestry.

Lionessa, hull No. 1 of the Swan 66 FD, won her class in the 2010 Atlantic Rally for Cruisers. Cynics may say “so what?” but this victory proves a point — Nautor’s asked German Frers to design a cruising yacht that the owner could race. Whatever the primary role this yacht plays in the owner’s life, no one will mistake its pedigree.

Although Nautor’s Swan has built quite a variety of yachts — puffy-looking cruising yachts and motorsailers among them — the style that made the company’s reputation is the flush-deck, dual-purpose yacht, in sloop and ketch models. The most significant of these has to be the Swan 65 ketch *Sayula II*, which won the first-ever Whitbread Round the World Race in 1973-1974. The performance of this Sparkman & Stephens design proved that cruiser/racers really function as advertised.

Since the 1970s, Swan has maintained its strong visual identity via the arrow motif in the cove stripe and the blue accent band along the sides of the trunk cabin. More distinctive still are the wedge shape of the trunk cabin, flush deck and dual cockpits — one for pleasure and one for work. *Lionessa* perpetuates these design cues, I’m happy to report, because they work very well.

So does the rest of the boat — well, almost all of it. From my first experience aboard a Swan to this most recent one, I’ve always thought that the companionway stairs are too steep and the treads too shallow. On the other hand, each tread curves upward at the ends, which provides a relatively level step when the boat’s heeling, and it also has an anti-slip surface. Descending these stairs aboard *Lionessa* rewards you with a traditional arrangement plan and high-quality teak joinery, hand-rubbed to a satiny finish. Swan continues to honor the Scandinavian penchant for cleanly designed cabinetry and furniture — lots of straight lines connected

by graceful curves — which puts everyone at ease. I immediately felt a tug from the settee on the starboard side of the salon. “Join me for a drink and the latest issue of the *ClubSwan Magazine*.”

An abundance of unstained varnished teak woodwork casts a honey glow, like early morning sunlight, over the spaces it decorates, and that’s one reason *Lionessa*’s salon felt so inviting. The white overhead and upholstery enhanced the feeling of brightness and casual elegance.

I’ve always thought that a proper sea boat ought to have a cozy (the word *cozy* originated in Scandinavia) galley near the companionway. *Lionessa*’s galley lies on the port side adjacent to the engine room and is only a couple of steps away from the foot of the companionway stairs. This location, in addition to being near the center of buoyancy where the motion is the least violent, saves steps when the cook passes food and drinks to the watch in the cockpit. Coziness gives the cook a lot of options for bracing himself against being tossed about when the going gets rough. The navigation station also should be near the companionway to facilitate communication between the helmsman and the navigator, and that’s where it is on this 66 FD.

Swan offers a couple of configurations for the after stateroom. One option spans the full beam and has a double berth on the centerline and a settee on each side outboard of the berth. The head and shower stall are on the starboard side forward of the settee. Option two, which *Lionessa*’s owner chose, has a double berth on the port side and upper/lower berths opposite. A removable bulkhead divides this space into separate staterooms when the situation demands. As you’d expect aboard a good sea boat, leeboards and lee cloths keep everyone snugly in their berths.

The flow of traffic through the accommodations is a straight line from the salon to the captain’s cabin in the bow, but when all the doors are closed, the path ends abruptly in the foyer between

The divided cockpit keeps non-sailing passengers out of harm’s way. The free-standing chair at the nav station can be locked into place.



A FIRST TIME FOR EVERYTHING

I sailed a Swan, a 51 christened *Audacious* to be exact, for the first time in July 1996 on charter among the islands of Norway's southeastern archipelago. (To read the story, go to www.yachtingmagazine.com/midnightsun.) I met the boat in Bergen and left her in Stavanger. The first model designed by German Frers, she was one of 36 examples built between 1981 and 1985. Typical of the period — the heyday of International Offshore Rule — she had a fine entry and a pinched stern, as though someone had held the forward sections in a vice and squeezed the after sections in a hydraulic press, blowing out the hull amidships. She had the seductive wedge of a trunk cabin and teak decks, which no doubt attracted many sailors to the brand. The working cockpit occupied the area abaft the mainsail traveler. Unlike her 21st century sisters, which treat passengers to a playpen cockpit with benches and a table, this 51 had only a well leading to the companionway. The rest of the deck forward of the traveler was flush. I don't remember her displaying any of the handling vices of her racier IOR contemporaries. She was fast, seakindly, well balanced and comfortable belowdecks. I found *Audacious* in the results of the Swan Baltic Sea Challenge. She won Class A in 2006 and, in 2007, won Class A and placed first overall. At the time, she still belonged to the man who owned her and sailed with me on my charter in 1996.

the day-head on the starboard side and the entrance to the guest stateroom on the port side. This larger of the two guest cabins treats the occupants to a comfortable double berth. Its innerspring mattress, made especially for the marine environment, rests on battens to promote ventilation beneath it. Drawers under the berth and a hanging locker at the foot of it should swallow most of the gear guests will need for a cruise. The head at the forward end of this cabin is as large as that in the owner's stateroom.

A door at the forward end of the foyer opens onto a slightly narrower guest stateroom. It has a hanging locker and direct access to the day-head, but its Pullman berth makes do with a foam mattress. The captain's cabin is in the bow. A hatch gives him direct access to the foredeck, but his other route of escape takes him through the starboard-side guest stateroom. When the accommodations are buttoned up, the 66 FD offers its passengers an unusually high level of privacy.

Designing a deck plan for a yacht that serves two masters always requires compromises, but the 66 FD didn't have any that troubled me. All of the Harken self-tailing winches run off 24-volt electric power. The three-speed mainsheet winches live closest to the helms; the three-speed primaries are right forward. The traveler, adjusted via small winches, spans the forward end of the working cockpit. Electric halyard winches are on the coachroof, either side of the companionway. Our crew of nine, some manning the boat and others relaxing in the forward cockpit, proved how well the arrangement works — no one tripped over another crew member.

The seamanlike galley (top right) has a four-burner propane range, two refrigerators and one freezer. The owner's cabin has access to the after-deck (middle). Push-button sail controls are just beside the compass.



We cast off and motored into the open waters of Narragansett Bay with winds of 12 to 20 knots blowing from the southeast. I was below stowing my gear at the nav station when the captain started the auxiliary. The six-cylinder Steyr purred very quietly as it warmed. A short while later, after I'd gone topside, we motored at 9 knots, but still the engine refused to raise its voice to an annoying level. Then the captain throttled back and headed into the wind. We hoisted the main, unrolled the jib and bore away on a starboard tack.

The mainsail has full-length battens on an Antal batten-car system and sets on an Offshore Spars carbon mast. Three sharply swept spreaders preclude the regular use of running backstays in most conditions on the good side of storms. Jib sheet tracks mounted on the outboard edges of the trunk cabin give *Lionessa* clear side decks and permit a tight sheeting angle, which aids her ability to sail close to the wind. We found her groove at 28 degrees to the apparent wind on one tack, but the conditions changed frequently. At one point, we saw 15 knots of wind aloft and almost nothing at the surface. She

seemed happiest to me sailing at 33 to 35 degrees to the apparent wind in these gusty conditions. Our speed over the ground fluctuated between 9 and 10 knots.

Later in the afternoon, as we headed up the bay under gennaker and diminishing wind, we slowed to 5 to 6 knots. Throughout the sea trial, *Lionessa* steered accurately, showing a moderate amount of



The engine room shows the builder's attention to detail. It's nicely finished and very tidy. The white box is a Fischer Panda generator.

drag from the autopilot. She'd have a fingertip helm with the pilot disconnected. She tacked quickly and positively, accelerating briskly when I steered out of the tack at the right time. Sight lines over the low-profile trunk cabin were excellent, whether I steered from the high side or low side.

I was reluctant to leave the boat, because this sea trial, like nearly every other, didn't last long enough for me to become well acquainted with the vessel. I suspect, though, that this Swan and I would enjoy one another's company for quite a long time. □

Nautor's Swan USA East, 401-846-1090; www.usaeast.nautorswan.com; USA West, 510-236-6633; www.usawest.nautorswan.com

LOA: 66'0"
LWL: 56'3"
BEAM: 17'8"
DRAFT: 10'6"
DISPL.: 66,000 lb.
SAIL AREA: 2,336 sq. ft.
SAIL AREA/DISPL. RATIO: 22.89
DISPL./LWL RATIO: 167.78
FUEL: 211 gal.
WATER: 264 gal.
ENGINE: 1 x 160 hp Steyr
 MO166K28 6-cylinder diesel
PRICE: \$4,530,000 (approx.)



An alternate arrangement plan shows the full-beam owner's cabin with island berth and two settees.

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SO, You want to be a captain, eh?

True Confessions of Professional Captains

BY GEORGE SASS SR.

Admit it. You've watched that gorgeous 125-foot yacht coming alongside the dock, her authoritative thrusters positioning her perfectly between two other gleaming megayachts, and her captain, wearing a starched white shirt adorned with official-looking epaulets, standing at the wing controls, calmly giving orders to his young, attractive female crew. You want his job.

Or perhaps you've taken your wife and kids aboard a small tour boat to see your favorite city's waterfront sights, and instead of paying attention to your tour guide, you've watched the captain as he deftly controls gear and throttle, using prop wash to precisely maneuver his vessel. He sounds his boat's baritone horn as he exits the loading dock and heads out into the busy harbor, while his passengers, thrilled to be out on the water, look at him in awe. You're thinking, "I can do this when I retire. And I'd look good with a white beard too."

Maybe you've had fantasies about selling your house, buying a bigger boat, getting your captain's license and convincing your wife that she would love serving dinner and drinks to guests who have chartered your boat for private cruises. You could "work" six months a year; the money from charters would take care of your boat expenses, and you could spend the other six months in the islands drinking cold Kaliks and eating fresh conch. What the hell. *Carpe diem.*

Well, before you quit your day job, maybe you should know what it's *really* like to be a professional captain. Yes, there are reasons to be envious of these jobs, but there are surprises and challenges that no seamanship school or captain's study program can prepare you for. Here are some tidbits from professional captains — their names and particulars have been changed to protect their identities, but their stories are true.

● The Couple

Bob and Sue had had enough of their first careers, and once their children were on their own, they sold their home, bought a 50-foot sailing cat and moved aboard. They planned to run a charter business for half the year and go sailing the other half.

Bob is a talented fix-it kind of guy, which is a good thing, because their cat wasn't new. It was a boat "with potential." For the first year, every time I visited their boat, Bob was either hanging upside down in the engine room or hanging right side up from the top of the mast. Each week he'd make a list of what needed to be upgraded or replaced, but the list continued to grow.

While Bob was virtually rebuilding their boat, Sue set up the galley and salon for entertaining. To enhance the marketability of their new charter company, she obtained her state license as a

minister so that wedding ceremonies could be performed afloat. She also created a color brochure and pitched all the local hotels, restaurants and marinas for referrals.

Their first charter was a wedding at sea. The wedding couple insisted on being married while sailing directly beneath the Chesapeake Bay Bridge, which on a summer Saturday afternoon can be like driving the New Jersey Turnpike the day before Thanksgiving. As Bob was dodging tankers, sport-fish boats, tugs, barges, racing sailboats and skiffs trolling in the main channel, Sue thought it would be a nice touch if she engaged the wedding party in some pleasant ice-breaking conversation. Approaching the groom's mother, she asked, "So I bet you're excited. Tell me how your son and his bride-to-be met." Flicking a cigarette onto the cockpit sole, Mom replied, "Hell if I know, I just met her."

Things went downhill from there, at least with this charter. But Bob and Sue's tenacity paid off, and they eventually developed a nice little business. Sue adds, "Don't try this if you really need the income to live on. It's a lot of work, but it can earn just enough to go cruising for a couple of months."

● The Bus Driver

John had a steady job as a public-school educator. Obsessed with being around boats, he earned his 100-ton captain's license, and during summer breaks he ran water taxis in a city harbor. His vessels carried between 25 and 65 passengers, and on busy

“For the first two weeks of the job, Rick thought he had died and gone to heaven.”

weekends he ferried thousands of people among popular tourist attractions. While John thought of himself more as a bus driver, his passengers expected him to be an expert on restaurants, bars, museums, movies, concerts and sporting events. "What's the best Italian restaurant?" "Which bar has the best live music?" "Where can I get tickets to the game?" Trying to answer everyone while watching out for inebriated paddle boaters, clueless kayakers and obnoxious muscle boats was stressful.

His biggest challenges were dealing with raucous sports fans being ferried to and from the nearby ballpark. "I don't know why, but Yankees fans were my most difficult passengers. Many of them had obviously been drinking before the game, and if the Yankees lost, I had my hands full, especially with guys who thought nothing of urinating over the side." But John has good memories too. "I bet that, throughout Japan, there are thousands of photographs of me at the helm with a smiling Japanese woman next to me." After many years, John retired from his summer job to go sailing, and quite understandably, he doesn't often invite guests.

● The Loner

Years ago I met Anthony, the captain of a sleek 85-foot motoryacht that was tied up next to me at a high-end marina in the Bahamas. For a week, I saw him doing nothing but washing and polishing the boat. He had no extra crew, and he seemed lonely. When I finally noticed the name of this multimillion-dollar yacht, *Useless*, my curiosity made me ask him about his job, his owner and, above

all, why the name *Useless*? With a mixture of caution and sarcasm, Anthony replied, "Oh, my owner named his boat after his wife. Need I say more? But, hey, it's a job. Thankfully, he's so busy running his business that he's hardly ever on board." I sure hope Anthony found another gig. He seemed like a genuinely nice guy.

● The Party Planners

Rick and his wife, Samantha, were the captain and stewardess on a 125-foot motoryacht owned by a group of wealthy men in the entertainment industry. The boat has a reputation for being a party boat. Some call it a floating "animal house." The captain's job was to take the boat from port to port, where it would be loaded with a fresh group of young, beautiful bikini-clad females ready to party. Partying would continue nonstop for a day or two, and then it would start all over at the next port with fresh participants. For the first two weeks of his job, Rick thought he had died and gone to heaven. His only problem was trying to concentrate on piloting the yacht when most of his female passengers were running around the deck stark naked. Samantha wasn't thrilled.

Soon, neither was Rick. He began to refer to his owner's guests as mini hurricanes, leaving a path of destruction everywhere. "I eventually realized they had no brains. They'd be served a drink, take a sip, forget where they left it and demand another one. My crew just followed their paths, picking up clothes, towels, drinks, uneaten food, sunglasses, lotion and cell phones. It may have been

OK for a few hours now and then, but day after day, night after night was exhausting. One night Samantha and I tried escaping to the flybridge, but I can't describe what I found going on up there. What I thought was a dream job turned out to be a nightmare." Rick and Samantha are now happily running a larger yacht for an older couple that treats them like part of their family.

Overall, among the biggest complaints I've heard are the unrealistic expectations and demands of owners. Forced to run in bad weather or with mechanical problems to meet their owner's social obligations is not only stressful, but also potentially dangerous. Others feel they are expected to serve as social directors or baby sitters for spoiled, pampered guests in addition to performing their duties of running and maintaining their ship. And when the owner and his guests are on board, the captain is often on duty 24/7.

Of course, there are good parts to almost all these stories, and many captains I spoke with love their jobs. Captain Jeff, for example, works for a retired gentleman who owns a long-range trawler and who loves to cruise to exotic lands with friends and family. The owner spares no expense in maintenance or upgrades, knows a lot about the boat's operation and respects the decisions of his captain. Instead of having to sit for weeks in all the "to be seen" places like Nantucket and Fort Lauderdale Jeff has had the opportunity to cruise more than 30,000 miles to some of the world's most unforgettable destinations. He knows his job is not perfect, but he can't think of anything he'd rather be doing than piloting this multimillion-dollar yacht to places he'd only dreamed of. "I confess, sometimes it's hard to believe I'm being paid to do this." □



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1945

MIAMI

Seven decades! No wonder the Miami International Boat Show is held in Miami. Ehhh. Cheap joke. These days, Miami is better known for its art and night life than its retirees. And no wonder! Art Basel, film festivals, symphony and ballet — Miami's got them all. South Beach has sizzling night life, great places to eat and some of the best people-watching around. Add to that the beaches and proximity of the Keys and, hell, it's paradise. (No wonder the Miami International Boat Show is held in Miami!) Join us for a look back at seven decades of highlights from the Miami International Boat Show, as well as some tips on attending the 2012 show.

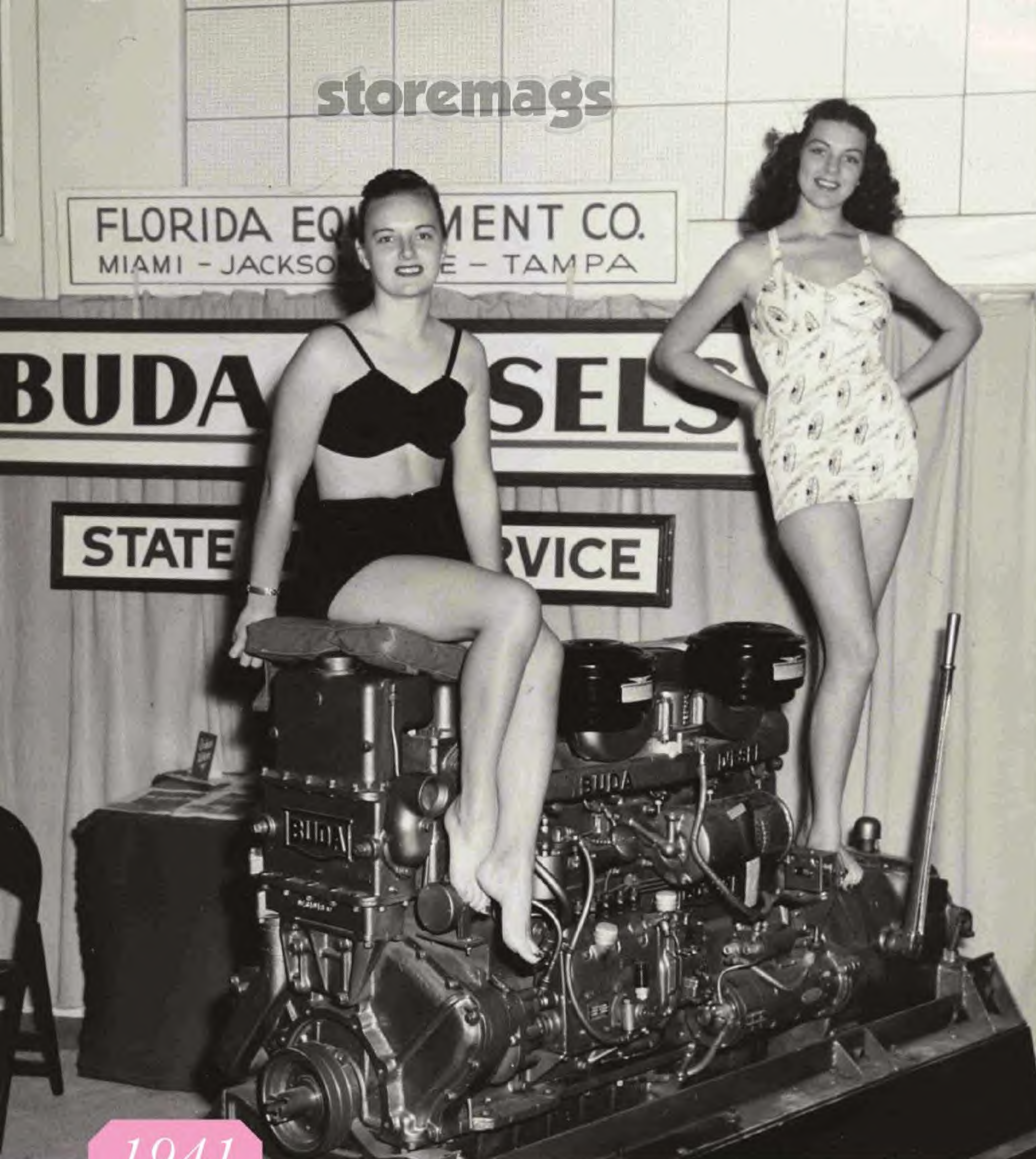


1952

DÉJÀ VU

"The scenery is here; wish you were beautiful," or something to that effect. No doubt the attendees at the Miami Boat Show considered these wooden boats beautiful, but they were merely production boats. They seem extra-special to us now, because new wooden boats are rare. Among this gaggle of motorboats stands a lonely Lightning in the background. It begs for attention while folks scramble over a Wheeler in the center of the photo at the top. Chris-Craft appears to have dominated the space, but someone sneaked in a Lyman sport-fish boat. Directly behind a captivated audience (wonder what display held its attention?) sits a lightweight ski boat. Its diagonal planking suggests that it was cold-molded, maybe using Resorcinol waterproof glue.

Storemade
BY THE EDITORS



1941

Pearl Harbor was still a peaceful military outpost in February of this year, when 50 boats turned out for the first Miami Boat Show. Boating enthusiasts couldn't have hoped for a better venue — sunshine and tropical breezes — and to take advantage of the climate, all of the exhibits were outdoors. Buda Diesel Engine Co. employed a couple of bathing beauties to attract visitors to the display.

TIMELINE

> **1941-** First Miami International Boat Show, 50 boats on display. Chris-Craft has displayed at every show since.

> **1944-** YACHTING senior editor Dennis Caprio is born.

> **1945-** Cummins shows the new NH-600 and NHS-600 diesels. Although the basic architecture remained as before, the new models had four valves



1945

The war years turned the U.S. might to one goal — win the war and get the troops home. As small as it was, the marine industry, and its often very large suppliers, produced whatever was needed. Higgins, Elco and Huckins built PT boats. The Detroit Diesel division of General Motors made engines for the Navy. Although the public may have wondered if the war would ever end, our industry began to look ahead. Cummins Diesel Engine Co. introduced the NH-600 and NHS-600 diesels. Most boats, such as the Matthews 34 above, were built of wood, but prescient builders had already begun to experiment with fiberglass. The radio direction finder, shown at the right, was the state of the art in navigational electronics.



1950

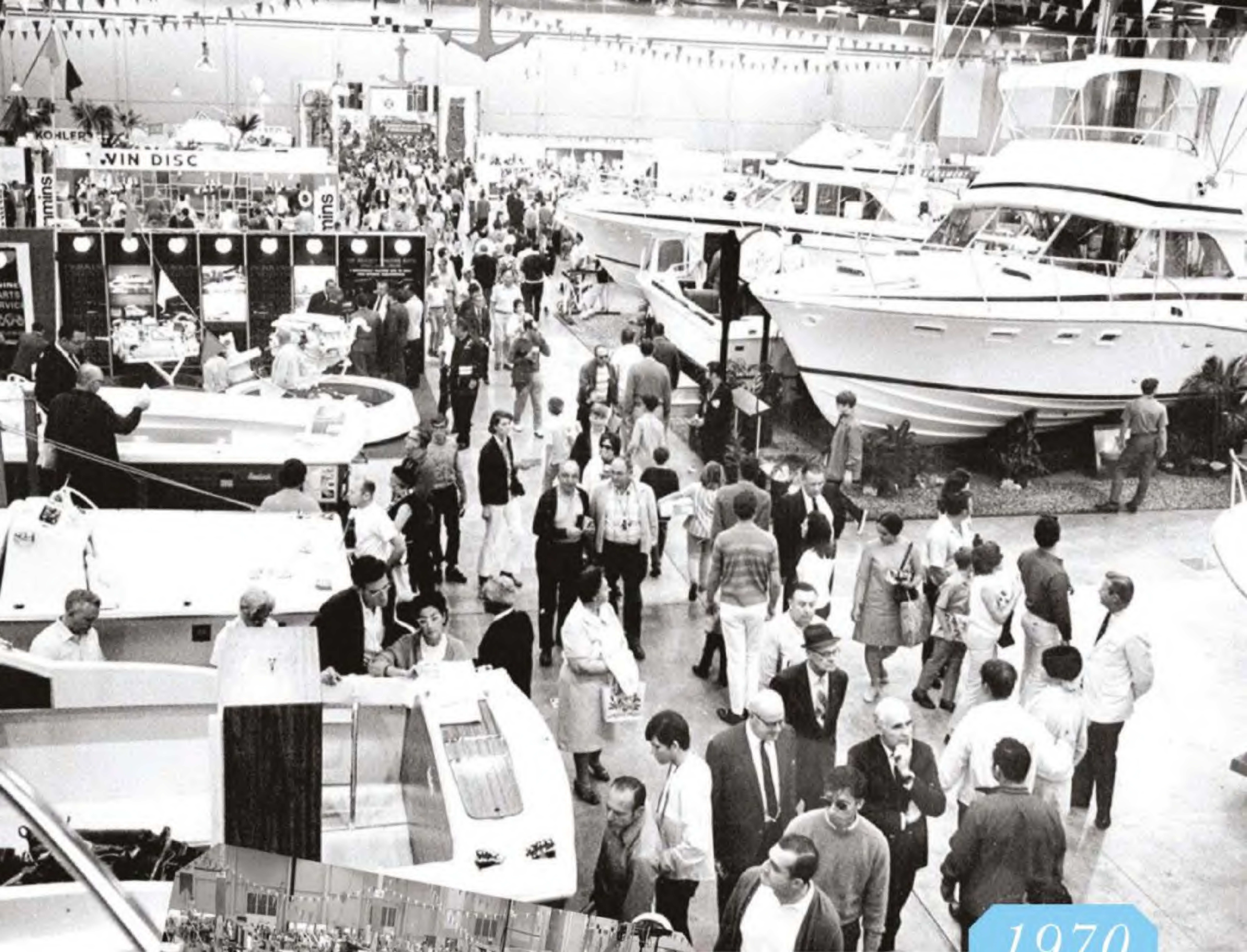
per cylinder, more cubic-inch displacement and an increase in horsepower at a higher rpm.

> **1954-** Richardson touts "cruising comfort and unusual seaworthiness for six" in its 37 Express.

> **1959-** An estimated 39 million people participate in boating.

> **1960-** Cruisers Inc. displays the 17-foot Royal Commander.

> **1966-** Price of admission: \$1 at the Dinner Key Exposition Building, Coconut Grove.



1970

In many ways, 1970 marked the beginning of the end of "the good old days" in the marine industry. The war in Vietnam still raged, as did the protests against it. During this decade, the Watergate scandal eventually sent President Richard Nixon into retirement, and Presidents Gerald Ford and Jimmy Carter presided over the worst recession the United States had seen in 40 years. By 1973, OPEC declared an embargo on shipments of oil, causing a small boom in the sales of sailboats. In 1970, though, the marine industry had reason to be optimistic. Bertram introduced its 46 (in the foreground, upper right above), and the Miami International Boat Show drew crowds of enthusiastic shoppers. Somewhere in this sea of boats, Glastron's futuristic fiberglass runabouts, designed by Art Carlson, stopped the public in its tracks. In 1979, militant Iranian students seized 66 hostages at the U.S. Embassy in Tehran and held them for 444 days. It was the beginning of a more anxious era.

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> **1970**- The Bertram 46 is introduced.

> **1976**- The Egg Harbor 36 with twin Chryslers is one of seven new Egg Harbors for '76.

> **1980**- The Grand Banks 49 debuts and is the builder's flagship. Boston Whaler reveals the Revenge 22.

> **1985**- Azimut displays three new boats at the Doral Hotel during the show.

> **1990**- Sabre displays its first powerboat, the Sabreline 36.

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Welcome to Miami

The Miami International Boat Show and the Yacht & Brokerage Show in Miami Beach will run Feb 16-20. But the Miami shows are a different breed of boat show from those in Fort Lauderdale and Annapolis — they span four locations (Collins Avenue, the Miami Beach Convention Center, Sea Isle Marina and Yachting Center and Strictly Sail at Miamarina and Bayside) and cover literally miles of docks and display aisles. To have a successful experience at Miami, you need to know what you want to see, where it is and how to get there.



TRAVEL TIP Look into renting a motor scooter for your stay in Miami. It's great for getting around town, easy to park and will free you from the shuttle bus lines and cab fares. For a list of scooter rental options, go to www.yachtingmagazine.com/miami2012.

SHOW HOURS

Thursday and Monday the show hours are 10 a.m. to 6 p.m.; Friday, Saturday and Sunday the show is open between 10 a.m. and 8 p.m.; Sea Isle Marina and Yachting Center and the Strictly Sail portions of the show operate from 10 a.m. to 6 p.m. every day. A five-day show pass is \$80, a single-day pass (adult) is \$18, and a two-day pass is \$32. For more information: www.miamiboatshow.com

By the Beach

The Yacht & Brokerage Show in Miami Beach, the portion of the show that we've all come to know from the overhead shots of millions of dollars worth of gleaming yachts stretching down the Indian Creek Waterway, will have more than 500 new and previously owned boats along a mile-long strip of Collins Avenue. There is parking between 64th and 85th streets, and free shuttle buses run between the docks on Fort Collins to and from the Convention Center and the Sea Isle Marina portions of the show. For a full list of boats and companies on display, visit www.showmanagement.com.

Center Stage

The Convention Center at the Miami Boat Show (1901 Convention Center Drive) is the mecca for new equipment, products and smaller vessels, though there are some 50-footers here too. Do your homework before hitting the display aisles — there are so many rooms and exhibitors in the Convention Center that it can easily become overwhelming. Before you head over, visit www.miamiboatshow.com for a list of what is on display and where you can find it. Don't put on the blinders completely though — sometimes the best deals and coolest products may be the ones you stumble upon.

Under Sail

Sailors, Miami has an entire show dedicated to you, with some of the newest sailboats in the water and nearly 200 vendors on land — Strictly Sail Miami at the Miamarina at Bayside. This year, Jimmy Cornell will be offering his Long Distance Cruising Master class on Saturday, Feb. 18. Admission is \$155 per person, which includes the seminar, a two-day pass to the show and a buffet lunch aboard the *Biscayne Lady*. For more information, visit www.strictlysailmiami.com.

GETTING AROUND TOWN

Courtesy shuttle buses and water taxis run among all portions of the show beginning one hour prior to opening and stopping one hour after closing, and water taxis run 10 a.m. to 6 p.m. daily between the Sea Isle Marina and Yachting Center and the Strictly Sail portion of the show.

WHAT'S NEW?

FOR A LIST OF BOATS MAKING THEIR DEBUTS AT THIS YEAR'S SHOW AND A GUIDE TO HITTING THE CONVENTION CENTER LIKE A PRO, VISIT YACHTINGMAGAZINE.COM/MIAMI2012.

Hands-On Education

The Sea Isle Marina and Yachting Center is essentially the classroom of the Miami Boat Show: the place to go if you want to get behind the wheel or talk boating with experts. There will be training for piloting larger vessels with joystick control. Sessions run daily at noon, 2 p.m., 3 p.m. and 4 p.m. Daily seminars will be offered on the difference between propeller and jet-drive propulsion. There will be 20 minutes in the classroom followed by a 25-minute jet-boat drive. Rides depart from 11 a.m. to 4 p.m. For hands-on navigation practice, coastal navigation training sessions will be held each day, utilizing the latest GPS technology. Classes run at noon, 2 p.m. and 4 p.m. Advanced offshore navigation seminars covering GPS, radar and sonar are also available, but early registration is required. Seminars run at 11 a.m., 1 p.m. and 3 p.m. For a full list of seminars and to register ahead of time, visit www.miamiboatshow.com. □

EVEN A BOAT NUT NEEDS TO EAT

The old tried and trues are still here (**Versailles**, **Joe's Stone Crabs** and **Blue Door** — now with an emphasis on fish!), but you may want to plan ahead for a reservation at these hot spots.

Scarpetta at the Fontainebleau

Fontainebleau Resort Miami Beach
4441 Collins Ave. **305-674-4660**
Celebrity chef Scott Conant serves Italian favorites imported from his New York location that range from crisp *fritto misto* to a rich, classic pomodoro pasta.

Sra. Martinez

4000 N.E. 2nd Ave. **305-573-5474**
Miami has a lot of celebrity chefs who open outposts in Miami. But chef Michelle Bernstein is a native, so it's nice to see her culinary career sizzling at several locations. Sra. Martinez is her take on Spanish tapas, accompanied by the creations of her in-house mixologists, who serve it forth in a remodeled post office.

OLA at the Sanctuary

Sanctuary Hotel
1745 James Ave. **305-695-9125**
Famed chef Douglas Rodriguez offers up ceviches and small-plate tapas highlighting Latin and tropical flavors in a peaceful oasis that sidesteps the crowds.

> **1994-** Ferretti of the Americas increases the Italian invasion's momentum.

> **1997-** Garmin's GPSMap 175 puts navigation in the palm of your hand.

> **2000-** Ocean Yachts displays the 70, its largest yacht to date.

> **2007-** Hargrave Yachts showcases the 97 Capri Fly Bridge, *Hooter Patrol IV*.

> **2012-** Viking Yachts launches the 66 Enclosed Bridge.

630 SPORT YACHT



PERFECTION ACHIEVED

WORLD DEBUT,
MIAMI YACHT AND BROKERAGE SHOW
FEBRUARY 15-20, 2012




MARQUIS
YACHTS

Pod access aboard this Riviera 43 is through the cockpit sole.

BEYOND THE HYPE

BY VINCENT DANIELLO

StoreMags.com



Five years after their recreational debut, pod drives continue to appear as standard equipment on midsize motoryachts. Find out what service they really require and how much it's going to cost.

Pod drives have been widely available only since 2007, yet they have the market awl. Sabre Yachts, for example, first offered pods in 2008 as an option over straight shafts in the 42-foot express cruiser. The company has built exactly one 42-footer without pods since, versus a dozen boats with the pods option and another 50 of the new, pod-only 42-footer. "The noise and smell from a diesel goes away with pods," said Bentley Collins, Sabre's vice president of marketing and sales, "and with joystick control, you don't have to worry about crashing into the dock."

Pods also increase fuel economy and decrease vibration. But now that both Volvo Inboard Propulsion System and Cummins MerCruiser Zeus drives have been spinning beneath boats for more than five years, it's time to assess the cost of ownership of pods versus conventional shafts.

"There is definitely more maintenance with pods," said John Siebert. His company, Siebert Yacht Management (www.siebertyachtmanagement.com) commissions and maintains most new Sabre boats delivered to Palm Beach County, Florida, giving him considerable experience with Volvo IPS drives on Sabre's 38- and 54-foot models and with Cummins Zeus drives on Sabre's 42- and 48-footers, as well as those same hulls with conventional shafts.

To start with, Zeus and IPS boats have to be hauled after their first 25 engine-hours. "Cummins says you don't have to haul, but it takes a lot more time to suck that heavy oil out than to just drain it from the bottom," Siebert said. Volvo doesn't offer the option of in-water service. "Plus, when we haul the boat, we'll catch problems a diver won't see."

"For those first 25 hours, we use a break-in lube," said David Fessenden, a marine applications engineer with Cummins Atlantic. "That smooths out some of the minor gear asperities and grinding marks, improving the life of the gears." After break-in, pods are serviced every 250 hours or 12 months, whichever occurs first.

"Take the props off, grease the shafts, and check the seals," Fessenden said. Zeus propeller shafts use a double-lip seal. If the outer seal is damaged by debris, fishing line or rope, only the inner seal separates the pod's innards from seawater. "Look for signs of corrosion." Zeus has two zincs attached to each trim tab. Volvo has one zinc hidden, but accessible, on the drive itself. "If you seem to be going through zincs quickly, call an electrician," Fessenden warned. Use Volvo or Cummins zincs too, which aren't zinc at all. Cummins uses aluminum-gallium anodes to best protect bronze drives.

On Cummins drives, standard-equipment MerCathode system anodes emit a tiny electrical charge opposite the damaging electrical currents that normally flow through metal parts in seawater, actively protecting pods from galvanic corrosion. Volvo's Active Corrosion System, which is standard on IPS 800 or larger drives, is similar. Those anodes shouldn't dissolve like zincs do, but both systems should be checked annually.

"If your zincs are gone, your warranty might be gone too," Siebert said, so all his clients' boats with pods are cleaned and checked monthly by a diver. Cleaning also maximizes efficiency of the pods' contrarotating propellers.

Warranty concerns may shorten the list of service providers. "Not a lot of guys know pods yet. Make sure they're specifically trained, or at least have several years of experience," Siebert said. Zeus service includes changing 0w30 SAE transmission oil, hydraulic steering oil and filters inside the hull as well as 90-weight gear oil outside the hull. Volvo uses SAE 75w140 oil for both the transmission and lower unit. Zirk fittings require grease in U-joints and at both ends of jack shafts that connect engines to drives.

Painting pods will cost a bit more too. "We get a lot of oyster growth inside the drive intakes," Siebert said. "You can't take the grate off to clean or paint in there." His solution is to spray Interlux Trilux 33 or Pettit Alumaspray Plus from aerosol cans inside the seawater intakes. Siebert removes all loose paint from the drive, sanding down to shiny metal with 100-grit sandpaper, and then applies primer and two thin coats of Trilux 33 or Pettit Vivid copper thiocyanate anti-fouling paint.

Pods also expand morning fluid checks to include the lazarette. When checking transmission oil level, give it a sniff. The pods' synthetic oil is dark, making it hard to see the telltale oil discoloration of a slipping transmission, but it will likely have a burnt smell. On Zeus drives, check the steering oil reservoir dipstick, and check the clear reservoir for lower-unit gear oil for any signs of water seeping into the drive. "If you lose oil or get water in the lower unit, an alarm will sound before the problem becomes catastrophic," Fessenden said of Cummins drives.

Volvo includes neither a water alarm nor a clear reservoir, so check the single transmission and gear oil dipstick for signs of water. If water is suspected inside any pod, get a mechanic aboard right away or risk internal damage.

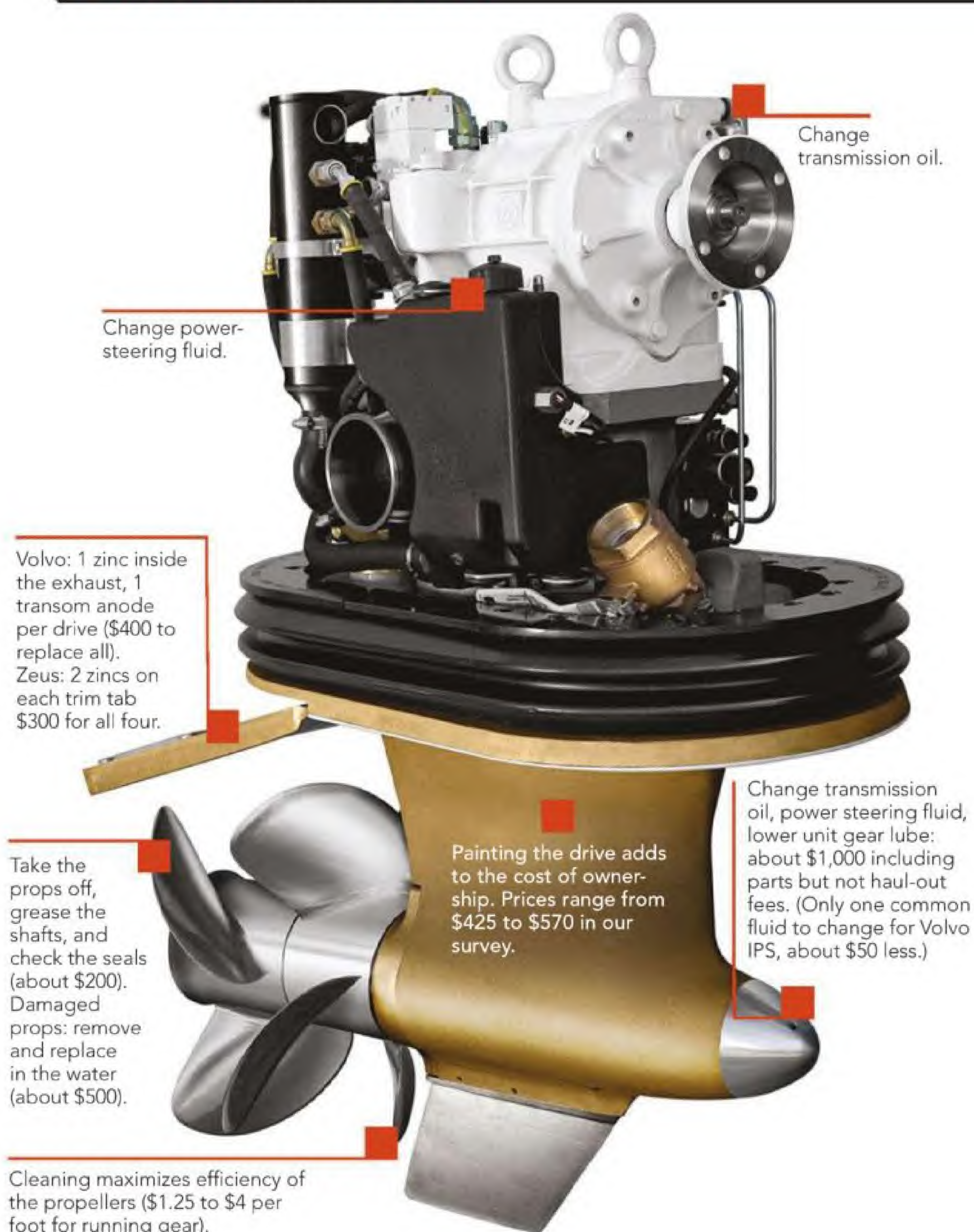
It's also important to monitor for seawater dripping onto drives. "Our drives are made to stand up to a light freshwater rinse," Fessenden said, "but don't blast them with the hose." Fessenden suggests a light coating of Mercury's corrosion spray. Siebert prefers Boeshield T-9.

Siebert puts annual maintenance for pods roughly \$2,000 above what straight shafts cost, not including extra haul-out fees for boats that exceed 250 engine-hours per year. On the

HOW FUEL-EFFICIENT ARE PODS, EXACTLY?

Comparing the Sabre 42 Hardtop Express, one with pods and one with shafts: At wide-open throttle, the pods' horizontal thrust and contrarotating propellers increase economy (0.8 nm/g for pods, 0.63 nm/g shafts). But downward-pointing conventional shafts lift sterns, negating, or even reversing, that fuel-economy advantage at slower speeds (0.92 nm/g shafts @ 15.9 kts. vs. 0.8 nm/g pods @ 16.2 kts.). Most pod boats burn roughly the same per mile through a wide range of cruising speeds; conventional shaft boats typically have a narrow sweet spot. Savings on a long haul might disappear when slowing to navigate a tricky channel or speeding up to avoid a storm. Naval architects have also gotten better at maximizing the efficiencies of pods at all speeds.

DOLLARS AND CENTS



other hand, pod boats typically don't have bow thrusters. They also don't have cutlass bearings or shaft seals to monitor and replace, nor separate rudders and steering systems to maintain, saving money on those items over the long haul.

A very hard grounding is also likely to cost less with pods, since they're meant to shear off and then go right back onto the boat with just a thorough service and new bolts. When one of Siebert's clients hit a sandbar, "it happened so smoothly that he didn't even realize he'd lost drives until he revved the engines and the boat didn't respond," Siebert said. His experience tells him a similar grounding with conventional shafts would have been much worse, perhaps even damaging rudder or strut supports badly enough to flood the boat.

On the other hand, touching bottom only hard enough to bend the propellers will likely cost more on pods, because they have two props to repair on each drive. Somewhere in between the cost of straightening conventional shafts and rudders, and possibly even repairing transmissions, the advantage shifts back to pods.

Fuel savings can be weighed against additional maintenance, but economy varies with each boat and depends on how it's used. (See "How Fuel-Efficient Are Pods, Exactly?" on the previous page.) The biggest savings might come when the pods' aft-located engines add interior accommodations. The pod version of the 42 Sabre, for instance, adds a queen bed and more stowage to the guest stateroom, as well as the option for a washer and dryer. When a 42-foot pod boat can replace a 46-footer, savings add up fast. It's also hard to put a price on joystick control, which completely changes dockside handling. Sociability is another huge advantage

to pods. "They're a whole different animal," Siebert said. "For people who have been boating for 30 years, the quiet, smooth operation and the clean exhaust are really going to surprise them."

But Collins thinks the pod's advantages are even less quantifiable. "Pods are something new," he said. "They get people excited about buying a new boat." □

SABRE 52 EXPRESS shafts 2 x 865 hp CAT C15

RPM	SPEED	GPH	NM/G	RANGE (nm)
1800	21.9	45	0.51	368
2000	24.5	54	0.46	333
2100	25.6	60	0.44	316
2200	27.9	66	0.43	312
2300	29.3	74	0.41	295
2370	30.6	79	0.40	287

TEST CONDITIONS: Based on performance measured 07/31/2009 w/4 crew (800lb.), full fuel (800gal.), full water (200gal.), no waste; 100 lb. of tools; no owner's gear. Seas were calm, sea water temperature was 60 degrees F. Speed measured by GPS. Average of reciprocal runs in Casco Bay, Portland, Maine. Engines: 2 x CAT C15 (865 hp @ 2300 rpm) with 2.04:1 Twin Disc MGX5114A reduction gears. Propellers: 32" x 36.5", ZF KCA (0.85 DAR) x 2.75" bore, 4-blade, NiBrAl, with #3 cup. Fuel Consumption recorded by external fuel flow gauging equipment. Range based on 90% of 800-gallon fuel capacity. Recommended maximum continuous cruise speed is @ 80% engine load factor @ 2100rpm (26.5 kts, burning 71.5 gph). Performance data is subject to change depending on tankage, temperature and other factors.

➤ Comparing shafts (above) with pods (below) — the numbers tell most of the story. For reasons too numerous to discuss, the Sabre 52 IPS shows a significant fuel-burn advantage throughout the speed range. The pod-driven 42 did not.

SABRE 52 EXPRESS pods 2 x Volvo-Penta 700 hp IPS2 900 D11

RPM	SPEED	GPH	NM/G	RANGE (nm)
600	6.6	2.2	3.00	1890
800	8.3	4.6	1.80	1137
1000	9.7	8.1	1.20	754
1200	11.0	14.0	0.79	495
1400	13.4	20.0	0.67	422
1600	17.6	27.0	0.65	411
1800	21.7	33.0	0.66	414
2000	25.3	40.0	0.63	398
2150	27.9	48.0	0.58	366
2200	29.1	50.0	0.58	367
2300	30.4	54.0	0.56	355
2350	31.3	58.0	0.54	340
2410	32.7	63.0	0.52	327

TEST CONDITIONS: Based on performance measured 12/04/2009 w/7 crew (1,400lb.), full fuel (700gal.), full water (120gal.), 25% waste (20gal.); with 100 lb. of tools; no owner's gear; and 250 ft. of 3/8" anchor chain. Seas were calm. Sea water temperature was 48 degrees F. Ambient air temperature was 51 degrees F. Winds were 5 kts or less, under sunny skies. Speed measured by GPS. Average of reciprocal runs in Casco Bay, Portland, Maine, with Humphree trim system optimized. Engines: 2 x Volvo-Penta D11 (700 hp @ 2350 rpm) with Volvo-Penta IPS2 pod drives. Propellers: Volvo-Penta P3 propeller set (dual, counter-rotating). Fuel consumption calculated by Volvo-Penta engine software. Range based on 90% of 700-gallon fuel capacity. Recommended maximum continuous cruise speed is @ 10% below WOT or 2150 rpm (27.9 kts, burning 48 gph). Performance data is subject to change depending on tankage, temperature and other factors.

Drive Pirates

When pods shear off, their recovery might cost a huge percentage of their value.

"Mark their location any way you can, with a waypoint or a buoy," said Steve Little, president of TowBoatU.S. Charleston (www.towboatcharleston.com). "If we can go straight to them and safely lift them into the boat, most tow boat operators are going to charge an hourly fee or a flat fee, and not claim salvage. If we have to go searching or put divers in the water, that's another story." To prevent later claims of piracy, "come to an agreement beforehand," Little said.

When pods vibrate, propellers or jack shaft bearings are the likely causes. To determine which, run the throttle up slowly on one engine and then the other. If one engine vibrates but the other doesn't while in neutral, the problem is likely in the always-turning jack shaft. If one engine vibrates in gear and the other doesn't, it's probably caused by fouled or damaged props.

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ON

CRANCHI'S LATEST



THE FLY

IS A TESTAMENT TO TRADITION AND PROGRESS.

BY CHRIS CASWELL

THE YEAR IS 1856. THE CIVIL WAR ENDS,

Lincoln is assassinated, the Matterhorn is ascended for the first time, and the 13th Amendment to the Constitution is ratified, ending slavery in the United States. It's hard to believe, but Giovanni Cranchi is already hard at work on the shores of Italy's Lake Como, building high-quality fishing and cargo boats.

It is, in these economic times, somehow refreshing to find a boatbuilder whose history is measured not in years, but in generations. The success of Cantiere Nautico Cranchi stands as a testament to nearly 150 years of Cranchi family members who have faithfully carried on the standards set in those early days.

Take a walk through the new Sixty 6 Fly (really, that's how they spell it) and you'll see that quality is a tradition that hasn't wavered in five generations. Yes, this is a thoroughly modern European yacht with all that suggests: swoopy lines, acres of sun pads, coolly stylish interior. Yes, it's got a huge list of standard equipment that includes everything from a complete spare parts kit to a corkscrew in a fitted drawer (*Viva Italia!*) to a forward-looking infrared FLIR camera for night running (see "Seeing is Believing," on page 78). But it's when you get to the details that you realize what really separates a Cranchi from all the rest.

Take the fuel and water fillers on the side decks, for example. Cranchi could have bought an off-the-shelf, chrome-plated filler, but that wasn't good enough: A welded filler might weep with age, while a cast filler might develop cracks. So a machinist somewhere in the depths of the four Cranchi yards took a billet of solid stainless steel and then meticulously machined it into a

jewel-like piece of hardware that you would never even notice unless you looked. But it will also never fail.

Wrap your hand around the oversize welded stainless-steel rails, and you can feel that they are not just solid but *really* solid. Looking into lockers has always been a way to judge quality: Some lockers are roughly finished, and others (like those on the Cranchi) are finished to the same level as the living areas. But scrunch around until you can see the top of the Cranchi locker. In several lockers are tiny hatches, which allow you to reach the stanchion bases without ripping apart the luscious interior.

I also found so much redundancy on the Sixty 6 Fly that I started to wonder if the company was getting two-for-one deals on systems, but, no, that's just how it builds its boats: extra water pumps so you can always take a hot shower, extra air conditioning so the cabins are cool, multiple bilge pumps in the same spaces so there is never a question of failure.

This particular Sixty 6 Fly (forgive me, but I'll call it the 66 from here on) was ordered by an American yachtsman already on his second Cranchi, and he made some thoughtful changes to the layout, which underline the builder's flexibility.

At first glance, this is your typical Riviera rocket, with its steeply raked windscreen, free-form windows and melted lines. There are, by actual count, no fewer than four sunning areas on the deck and bridge.

Step aboard the extra-wide hydraulic swim platform that, in this case, launches a 12-foot Nautica RIB with a 40-horse outboard at the touch of a button. Easy teak stairs lead to





Clockwise from left, the galley is drenched in light from the windshield above; aft doors slide down to become "Dutch"; the salon has flexible arrangements for entertaining.

the first entertainment area: the afterdeck with wraparound dinette, a fiberglass wet bar and, of course, a sun pad.

I know the Italians engineered aqueducts and highways when most of the world was living in mud huts, but, for a true engineering miracle, you have to examine the doors between afterdeck and salon. All three panels slide down smoothly to become "Dutch doors," opening the salon to fresh air and easy conversation with the cockpit. *Bellissima!*

The standard interior has a comfortable settee with table to port, opposite a counter that hides a pop-up TV and doubles as a buffet, while a second seating area is forward near the helm. The owner of this 66 switched those two areas, moving the buffet forward and creating a pleasant seating area aft in the salon with facing lounges. Even better, part

of the seating can be moved closer to the fold-out dining table, allowing four couples to enjoy a meal without crowding.

Dining, in fact, is one of the features the owner mentioned when I asked him what he enjoyed about his 66: "We spend a lot of time in the Bahamas, and we have four separate dining areas aboard, depending on our needs." In addition to those on the afterdeck and salon, there is another table on the bridge and one on the foredeck sun pad that converts into a U-shape settee with large table. It would be delightful to dine there, enjoying dusk in a quiet anchorage.

Décor for the salon is a pleasantly warm blend of ribbon-grain teak and stitched leather in cream and chocolate, and the large windows provide, for the most part, a good view. There is a huge styling accent on the exterior that inexplicably slices one large window into two smaller peepholes, an unfortunate victory of design aesthetics over function.

The skipper gets a quite luxurious helm in the forward port corner of the salon, with a fully adjustable helm seat that could be straight from *Star Trek* and a multilevel dash cascading around the steering wheel clearly purloined from an exotic Italian sports car. Straight ahead is a Raymarine 14-inch E140 Wide Hybrid panel, and scattered around are the MAN monitors, joysticks for the hydraulic Side-Power bow and stern thrusters, a Humphree automatic trim tab system and controls for the FLIR camera. To port is the Naviop monitor, which is a comprehensive Italian vessel-monitoring system that manages everything from air conditioning to the generators, from lights to open doors, and from smoke or water alarms to fuel data. At first glance, it seemed incomprehensible, but it is actually quite intuitive and user-friendly.

The skipper has an electric-opening door next to the helm



The amidship master is large, with a luxurious en suite head.



LOA: 68'4"
BEAM: 16'8"
DISPL.: 84,450 lb.
FUEL: 951 gal.
WATER: 223 gal.
ENGINE OPTIONS: None
ENGINES TESTED: 2 x 1,400 hp
 MAN V-12 D2862-LE463 diesels
BASE PRICE: \$2,052,000

RPM	KNOTS	GPH	dB(A)
600	7.3	4	62
900	9.8	12	64
1200	11.1	32	68
1500	16.4	56	72
1800	23.8	88	74
2100	29.4	110	74
2350	34.1	140	78

TEST CONDITIONS: Speeds were measured by GPS off Boca Raton, Florida, with flat seas and light winds, with a full load of fuel, a ½ load of water and four people aboard. Fuel consumption was calculated by the electronic engine-monitoring system. Sound levels were measured at the helm.

seat. It swings outward on pantograph hinges, providing access to the foredeck (it blocks the side deck aft) for line handling or anchoring. The line of sight is acceptable, although wide window and door mullions do produce a few blind spots that the skipper will need to double-check.

The galley is down but open both to the salon and to the skylight effect of the overhead windshield, making it bright and

cheerful. Counter space isn't overwhelming, but this American owner solved the problem with a fold-down addition.

The entire midsection of the yacht is devoted to the master suite, with a centerline queen berth, built-in bureaus on both sides and six large windows. The en suite head features an oversize shower with both an overhead rain shower and a multinozzle tower.

Opposite the galley is a two-berth guest cabin with direct

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— Chris Fertig, Team Statement
Bermuda Challenge participant

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A queen berth, large windows and plenty of stowage ensure that guests are comfy.

SEEING IS BELIEVING.

I have to admit that I was startled to find that a FLIR infrared night vision system is standard equipment aboard the Cranchi Sixty 6 but, of all the items that builders put aboard a yacht to entice buyers, from wine chillers to pop-up TVs, this is one that really makes sense.

In this case, the thermal image is presented on the Raymarine E140 multifunction display directly in the skipper's line of sight, making it easy to match up what the skipper sees with what the infrared system is seeing. FLIR, whose systems have become the standard on military and commercial ships, is the world leader in infrared systems.

Infrared, unlike some night vision devices, doesn't rely on starlight but, instead, senses the heat differential in objects, giving a clear black-and-white projection of everything in the water, from buoys to other boats to a man overboard.

A simple panel with a joystick on the Cranchi dash allows the skipper to pan, tilt and zoom the image and, though the 640 x 480 resolution doesn't sound like much in this era of 1080 HD television, it is such a huge advancement in thermal imaging that the government puts a limitation on the refresh rate, which is apparently its way of making sure that users can see an object in the dark but not target it, if you get my drift.

I think that Cranchi has done yacht owners a real service by including the FLIR system, and, mark my words, there will be a time when infrared imaging is as common aboard yachts as a wine cooler.

FLIR, 805-964-9797; www.flir.com

access to the day-head, and, with exceptional headroom, the area is brightened by overhead skylights and a large port.

A larger guest cabin is down a private corridor in the bow. On each side of the queen-size berth are stowage and, as in the other cabins, large rectangular windows that provide ample light and view.

The flybridge was clearly designed by sun-loving hedonists,

and, once again, the skipper gets a luxurious chair behind a multiscreen fiberglass console. From the helm to the forward raked Venturi windshields is about a hectare of sun pad, surrounded by oversize stainless-steel rails.

Opposite the helm is a settee curving around a teak dining table, and aft is a wet bar/outdoor galley with grill and fridge. The electronics arch provides minimal shade, but a pair of cleverly designed Bimini tops unfurl from both the forward and after sides of the arch to fully protect the bridge from the midday sun.

The bridge deck extends aft and, probably for European owners, is covered with more sun pads. In this case, the owner's daughter selected two

magnificently sumptuous chaises that barely fill the area, creating yet another place to enjoy the sunset.

There is another cabin, this one for a single crew, but it is so tiny it hardly qualifies as a cabin. Accessed through a watertight transom door, it's sized for European crew attitudes and I wouldn't put my mother-in-law there. (Wait, let me think about that. ...)

The engine room, though packed to the gills with two MAN V-12 diesels putting out 1,400 hp each, still has a surprising amount of space between the engines (and full headroom) to reach the essential maintenance and service points.

Under way, the Cranchi 66 is nothing if not fun. With somewhere around 5,000 pounds of torque from each of those big German juggernaut diesels, she comes up onto a plane yesterday, and we topped out at 34 knots, which is pretty quick for moving 42 tons of suede and teak and glass through a viscous medium like seawater. At top speed you are, of course, consuming fuel at a rate that will earn you Christmas and birthday cards from your fuel dock.

But back off a bit, and the 66 settles into a pleasant gallop, eating up the miles at about 24 knots at just 1800 rpm. If you want to really stretch your legs, 10 knots is not far from a mile a gallon.

With 2,800 horses lurking in the engine room, I would have expected the 66 to be, *ahem*, a bit high on the noise-o-meter. Shows what I know. As it turned out, we were in the mid-70-decibel range until we put the hammers all the way down, which is certainly a tribute to the effort put into insulating anything that creates noise. I'm told Cranchi puts a layer of cork under the sole throughout the yacht, and when I was in the engine room, I noticed the extensive waffle-foam insulation. The result was that, at cruising speed, the loudest noises were the bow wave and a coffee cup rattling in the galley sink. Point made.

All told, I found the Cranchi Sixty 6 Fly to be altogether charming, a blend of European styling with great attention to detail. The equipment list is remarkable, and the yacht is built to high standards.

If Giovanni Cranchi were still around, he would certainly be *orgogliosi*: proud. □

Yacht Works, 877-391-2941; www.yachtworksfl.com

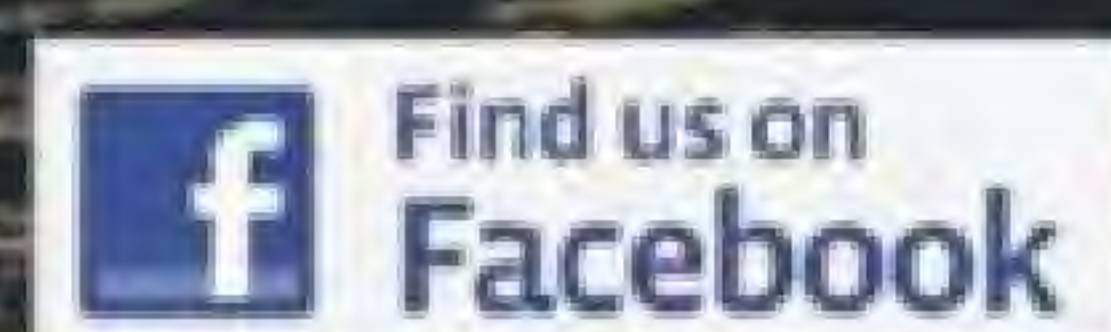
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PINK SHRIMP AT ANCHOR NEAR PORTOFINO, ITALY.

Counts

Story and photos by Mary South



JACK SETTON DOES IT HIS WAY.

Jack

Setton could probably have any boat his heart desires. After all, he's had a 193-foot Feadship (*Calixe*), a 254-foot Schichau-Unterweser expedition yacht (*Lone Ranger*, ex-*Simpson S*), a revolutionary 197-foot icebreaking superyacht (*Senses*) and countless others. And because he could have any yacht in the world, I love that he has *Pink Shrimp*.

A 104-foot shrimper built in 2000 by Jemison Marine in Bayou La Batre, Alabama, and refitted by Setton for long-range cruising, this ship is the real thing. Her profile is pugnacious — the high bow juts out and up like a bully's lower lip; the pilothouse sits forward enough to seem assertive — and the rest of her is all business too: a dry stack exhaust, a vertical steel ladder to the pilothouse roof — which is really a discrete bridge deck — and a stern that's outfitted with a crane davit and serious RIB. *Pink Shrimp* is so true to her roots that, even as I spied her anchored before a hillside villa on the outskirts of Portofino, Italy, nothing about her hinted at luxury.

But after you clamber up that straight steel ladder to the bridge deck, you'll notice two clever custom chaises all the way forward. The seat backs are bolsters on mechanized arms designed to fold forward if you want to recline and sunbathe. Or swing them in the other direction to form the backrest of a proper seat that faces forward for the full, unobstructed wind-in-the-face view as you cruise. Gorgeous. Setton likes to skipper from up here, and all the usual bridge-helm components are mounted beside the starboard chaise. *Pink Shrimp* is full of these small custom details that demonstrate Setton's experience as a passionate yachtsman. Luxurious she is. Cookie-cutter she is not.

Of course, luxury is a relative term. If you're looking for a helipad, a spa deck and a Jacuzzi, *Pink Shrimp* is probably not the yacht for you.

Pink Shrimp was designed to be low-maintenance and run with a small crew. She's also very fuel-efficient, burning 14 gallons of fuel per hour at her long-range cruising speed of 9 knots, powered by twin, 600-horsepower Cummins KTA 19 diesels.



CIAO GIANNI >

LOA: 60'0"

BEAM: 12'0"

DRAFT: 12'6"

DISPL.: 18,000 lb.

SAIL AREA: 1,937 sq. ft.

DESIGNER: German Frers Design

BUILDER: Multiplast, France

LAUNCH YEAR: 2009



The VIP guest stateroom, like all of the accommodations, is en suite and offers all the comforts of home — including a desk to starboard (above). The outside dining area is simple and inviting (top left).



< PINK SHRIMP

LOA: 104'0"
BEAM: 26'4"
DRAFT: 9'5"
FUEL: 17,966 gal.
WATER: 2,642 gal.
CONSTRUCTION: Steel
INTERIOR DESIGN: Williams Fabrication, Jack Setton
ENGINES: 2 x 600 hp Cummins KTA 19 diesels
SPEED: 12 knots max, 9 knots cruise
RANGE: 4,000 miles

“You’ll see flaws in the service,” warned Setton after he and his wife, Sylvia, welcomed me aboard. “There are no small soaps here,” as he put it, referencing the lack of fussiness he sought in his refit of *Pink Shrimp*.

Her aesthetic is simple, minimalist, bulletproof luxury. Not that she wants for comfort or toys. There’s plenty of diving gear aboard and a 28-foot Herreshoff daysailer on the stern, in addition to the 26-foot Zodiac Hurricane. The custom davit makes launching either of these the work of a few minutes for the crew. Amidships there’s a varnished, open companionway to the accommodations below and a covered teak deck with a casually chic lounging area and dining table to port. Heavy Lexan panels separate this area from the port and starboard side decks leading to the bridge and foredeck. And, oh, what walkways — there’s enough sheer to make this comfortable in any sea.

Last summer, the Settons cruised more than 7,000 miles through the Med, and it’s easy to see why they might never want to step ashore. The bright salon is big with an aft dining area to starboard and an L-shape settee forward. A small desk is to port. A durable but elegant synthetic sisal sole is countered by glossy white, planked overheads. Fully stocked bookshelves and vibrant, large-scale art made me want to move right in.

The accommodations reflect the same chic: Sisal sole, white wainscot walls and planked overheads, simple down-lighting and framed photographs (many of them Setton’s) create inviting staterooms. There’s an en suite VIP forward to port and an en suite master (with bathtub) to starboard. Two guest en suite staterooms — one with a double berth and one with two singles — face each other aft.

The pilothouse is simple and seamanlike — no fancy glass bridge here, just an array of individual components mounted overhead, a wide unobstructed line of sight forward and a couple of computer displays fixed to the helm. Two comfortable swivel chairs are stationed here, with more seating against the bulkhead. Fully battened doors lead to the side decks.

What's extraordinary about *Pink Shrimp* is that she exists. I am forced (!) to look at very luxurious, expensive yachts for a living, and it seems to me as though there are few folks left who have the means *and* the passion to create *exactly* what they want, rather than buying off the shelf and hiring an interior designer for décor. Or maybe I'm wrong and they all happen to want very similar things. Jack Setton has a different vision that's all his own. (And, well, mine, apparently.) But every yacht that Setton has owned — and some of them have been extraordinary — has been designed, co-designed or heavily influenced by his input.

"I used to have to move out of my forward cabin in a head sea, which was ridiculous," says Setton. So when he refit *Pink Shrimp* he made sure all the accommodations were amidships. He also added solar panels on the bridge deck and ZeroSpeed stabilizers in addition to the complete interior refit.

At the moment, Setton's small fleet includes one of the world's great maxi catamarans (*Swift*, ex-*Gitana 13*), which set the record for the fastest voyage by sail from New York to San Francisco. *Gitana 13* made the 14,500-mile route around Cape Horn in 43 days and 38 minutes in 2008 with Lionel Lemonchois at the

Even the pilothouse is minimalist (top); the covered amidships deck offers a shaded place to read or dine (right); art and books brighten the salon, which is spare yet extremely comfortable (below).





Setton relaxes at the wheel of *Ciao Gianni*, with *Pink Shrimp* in the background (above). Check out *Ciao Gianni*'s beautiful bow (left).



helm, breaking the 1989 world record by more than 14 days and averaging 15.88 knots. She also broke the record for the fastest North Pacific crossing, doing San Francisco to Yokohama, Japan, in 11 days, 12 minutes and 56 seconds. Not content to simply own this rocket ship, Setton undertook a refit to make her a comfortable cruising boat *without adding any weight* — and he succeeded. When I met him, he had just returned from a month of cruising in Tahiti, enjoying his improvements.

But if you want to see what really makes Setton tick, go for a sail aboard *Ciao Gianni*, as I did. The 60-foot Multiplast sloop daysailer, designed by Mani Frers (German Frers' son), is his

pride and joy and also reflects Setton's input. She's sleek and simple, with lightweight and beautiful Knoll bench seating to port and starboard, a synthetic teak sole, two large wheels, carbon spars and high-aspect-ratio rig. But her most striking feature is a reverse bow, which lightens her extremities and reduces spray drag, Frers says. Setton's a fan of speed — after all, he used to own one of the world's greatest collections of race cars.

Both *Pink Shrimp* (\$4.95 million) and *Ciao Gianni* (\$2.41 million, approximately) have been listed for sale with Fraser Yachts, but Setton doesn't seem so sure about parting with either one. We circled around off La Spezia, Italy, in light winds aboard *Ciao Gianni*, which Setton named for his friend, the Italian industrialist and owner of Fiat, Gianni Agnelli. They used to do a lot of daysailing, Setton says, "and I know Gianni would have loved this boat."

The clock was ticking and Setton and his wife were due to disembark soon to meet friends. But first, he said, let's go for a ride. The Zodiac Hurricane was launched and we did a big circle, stopping in every marina to troll by the beautiful yachts. I sensed a touch of wistfulness from Setton, who seemed loathe to leave the water, however briefly.

Never mind. He'll be back — I overheard him on the phone discussing the details of his next design. □

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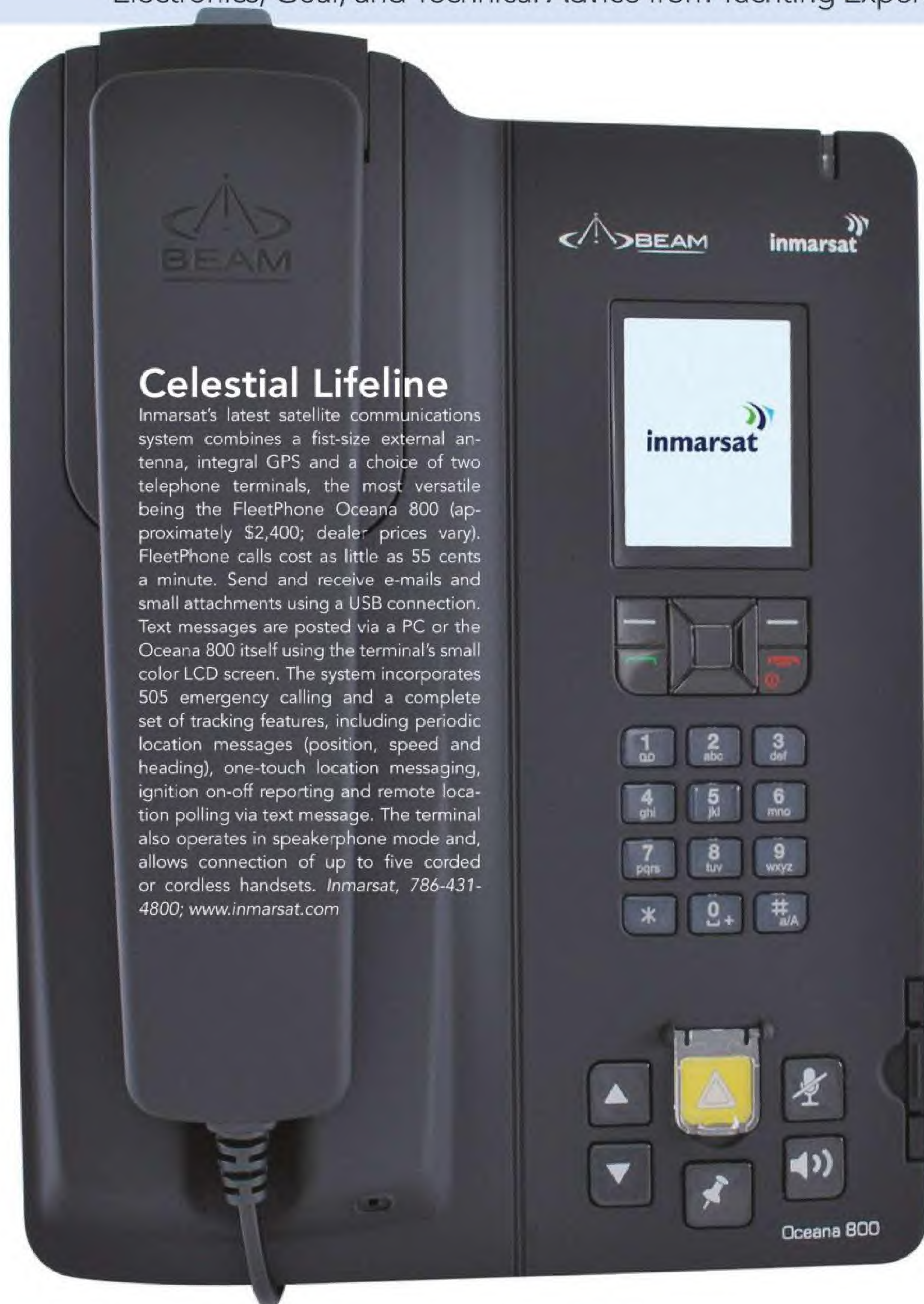
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The Awake Maker A look at BNWAS and how it increases safety.

By David Schmidt

If you've ever pulled the graveyard shift, off-shore and alone, you know how this story goes: Despite the best of intentions and ample caffeine, eyelids tend to slide south when confronted with off-hours sleeping patterns, prolonged fatigue and boredom. Consider a dead-calm, extended offshore passage, and it's easy to understand the brain's desire to go dark during the inky hours.

According to a report prepared by the Department of Homeland Security and the United States Coast Guard, there were 2,583 recreational boating accidents due to operator error in 2010, resulting in 1,978 injuries and 287 deaths. Of these, operator inattention accounted for 759 accidents, 457 injuries and 49 deaths, making it the leading cause of boating accidents out of the report's 12 categories and the second-leading cause of fatalities behind alcohol use. Improper lookout, the second-leading cause of accidents on the list, accounted for only 375 accidents, 266 injuries and 17 deaths.

The problem of staying attentive isn't limited to recreational boats, of course. "Mix one tired crew member with a dark watch and you have the potential for disaster," said Capt. Michael Baker, an experienced offshore fisherman. "The average watch radar is set on a 24-mile range, so two approaching vessels under way at 14 knots each are

As night falls, a BNWAS alarm is sure to keep the solo watch from falling asleep at the wheel.

25.7 minutes away from collision the moment the approaching target appears on your radar screen. That's considerably less time than the moment it appears over the horizon line. Can you afford the risk of a dozing crew?"

In 2009 the International Maritime Organization (IMO) addressed this universal concern by amending its International Convention for the Safety of Life at Sea (SOLAS) equipment carriage requirements to include a bridge navigational watch alarm system (BNWAS) on all commercial vessels of more than 150 gross tons and on all passenger ships, irrespective of size, by the summer of 2014.

Unlike the crude "dead-man alarms" (simple countdown timers/alarms) that have been around for decades, a BNWAS is integrated with the ship's electronics. Matt Wood, Furuno's U.S. sales manager (www.furunousa.com), said the goal of its BR-500 unit — as well as all other BNWASs — is to ensure the operator's fitness (e.g., for an attentive watch). Depending on the make, model and configuration of a particular BNWAS, operator fitness can be assessed in a number of ways.

At its most basic setup, a BNWAS consists of a constantly recycling countdown timer that interfaces with the radar, the electronic chart display and information system (ECDIS) or other equipment and executes a series of escalating alarms. The IMO requires that the countdown interval must be somewhere between three and 12 minutes; this is determined by the captain or the operator. Provided that a watch officer demonstrates his operational fitness by operating any electronics that are integrated into the BNWAS, by tripping optional motion detectors or by touching the remotely mounted timer-reset panels every few minutes, the system stays quiet, immediately refreshing its timer each time it receives the operator's input.

BNWAS becomes impressive once the clock zeros out and the alarms begin sounding, each with increasing consequences. In the case of Furuno's BR-500, this starts with a pre-warning alarm, during which time lights on the BNWAS's main panel, the timer-reset panels and any optional strobes on the bridge begin flashing. To clear this and reset the timer, a watch officer simply taps the reset button on either the main panel or on any of the remote timer-reset panels. If he fails to do this within a 15-second window, the first-stage alarm activates, tripping audio alarms on the bridge. To clear this alarm and restart the timer, the watch officer must again tap a button on either the main panel or on a timer-reset panel, also within a 15-second window.

Things get progressively more serious once the second-stage alarm activates, initiating visual and audio alarms in the backup officer's cabin. The second-stage alarm lasts for 90 to 180 seconds

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Furuno's BR-510 main control panel (\$2,595) lets the watch officer reset BNWAS and reset the timer. This is the heart of the system and the only means to silence a stage-three alarm.


(captain's preference) and can be reset only via the main panel, thus requiring other officers to go to the bridge. This adds an important safety check for the watch officer or crew member, should he have suffered a medical crisis and need help.

Should the second-stage alarm still fail to awaken or summon a fit bridge operator, the stage-three alarm is triggered, initiating a horrendous high-pitch tone that's sounded on the bridge, in the backup officer's cabin, in all public areas and in all officers' cabins, including the captain's quarters. A stage-three alarm can be silenced only via the main panel and is almost certain to come packaged with a private conversation with the captain, should sleep — rather than a health or man-overboard crisis — be the offense.


In addition to ensuring the bridge operator's alertness, the BR-500 also integrates a tonal intercom system, allowing bridge officers to immediately summon backup, should a situation arise. While the system doesn't allow for voice communication, it does provide a subtle and efficient way for the watch officer to summon

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specific crew members via alarm panels in their cabins. This feature is especially useful to vessels transiting pirate-prone waters, or during medical emergencies.

While the IMO's new BNWAS carriage requirements apply to SOLAS-class vessels and passenger ships, any boater who ventures offshore or who runs a vessel at night will benefit from an alert watch. Bill Haynes, a product manager at Furuno, said his company has sold several BR-500 units for use on larger recreational yachts, which are exempt from the IMO's carriage requirements. To date, these have all been installed on powerboats, but offshore sailors could also benefit from a BNWAS. Furuno is currently charging \$2,595 (list) for the basic system; add on a few motion detectors and extra timer-reset panels and the price increases, beginning at about \$3,800.

If that still sounds steep, help is on the way, eventually. "There's no product yet," said Eric Kunz, a senior product manager at Furuno USA. "We're looking to drive down the cost and integrate gear that



Resets the system after an alarm (\$340).

can be placed on boats from megayachts on down." Kunz suggested that, since recreational vessels are exempt from IMO requirements, the need for a BNWAS could potentially be addressed through software, rather than another black box.

"Perhaps it's designing a little app that runs in the corner of a display," said

Kunz, who suggests that the app could share information over the boat's Wi-Fi network. This would give an owner or skipper full access to all navigation information — including how alert and attentive his crew is — all via the app's graphical user interface (GUI) and a smartphone or a tablet interface. "There are lots of interesting ways of tackling this problem when IMO requirements aren't involved," Kunz continued.

It will be interesting to see how recreational-level BNWAS evolves, especially given today's powerful GUIs, which allow a smartphone/tablet-equipped user to control and monitor myriad onboard systems, even from afar. While a drowsy-eye "conversation" with the captain is bad, a satcom-enabled phone call would be much, much worse.

As for BNWAS on the larger stage, there's no question that this technology is a great safety advancement for all mariners. "You'll still need coffee," Haynes advised, "but a BNWAS system ensures that the vessel won't crash because of one person." □

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Oil Rx The doc prescribes oil analysis for a healthy engine. By Vince Daniello

Doctors warn it's better to catch health problems early through routine screening than to wait for symptoms. The same approach applies to caring for diesel engines. Fortunately, maintaining diesels requires less effort than keeping up with our health. Regular oil changes and routine oil monitoring prolong the life of an engine by helping technicians detect problems before parts fail.

Some boat owners might extend service intervals to try to save a few bucks. But metal particles from wear, soot, dirt, water and other contaminants that accumulate in the oil grind metal. The longer that oil is in the engine, the faster parts wear, costing more money for repairs over the long run.

"Those particles and contaminants also accelerate oxidation," said David Cline, product manager of oil filtration systems for Parker Racor (www.parker.com). "As it oxidizes, oil thickens and becomes less effective at start-up, causing metal-to-metal wear." Those few seconds after start-up — before oil has had a chance to flow throughout the engine — are responsible for much of an engine's wear.

Oil viscosity is based upon standards set forth by

A technician from Miley Marine Surveying & Consulting Inc. draws a sample of oil from an engine aboard a Sea Ray. Regular analysis helps prolong an engine's life.

the Society of Automotive Engineers. SAE 30 oil, for example, flows more easily than "heavier" SAE 50 oil. Oil also thickens as temperature drops. Prefixes such as 10w denote cold-weather starting viscosity — 10w40 oil acts like 10-weight oil when cold, flowing readily between the moving parts, but then provides the protection of 40-weight oil at the normal operating temperature.

Engine designers might choose heavier oil to stand up to pressure where parts press against one another, but they also know lighter oil creates less internal resistance, increasing usable horsepower and fuel economy. Balancing the two requires oil that hasn't been thickened or thinned by oxidation or contamination beyond what's expected within suggested service intervals.

Oil also does more than lubricate.

"Injectors are often operated by oil, so they're quite susceptible to dirty oil," Cline said. "Turbochargers have very little tolerance for oil contaminants too." As engines produce more horsepower from a given configuration, they place more pressure on parts that the oil is supposed to protect. Pistons are cooled with oil, heating it and accelerating oxidation.

Just as our own blood absorbs cholesterol from our diet, engine oil retains harmful contaminants extracted from diesel fuel. Sulfur, for example, mixes with condensation inside an engine to form sulfuric acid, which eats the internal components, even while boats sit in their slips. Additives blended into oil help mitigate engine damage. Standards set forth by the American Petroleum Institute and other international agencies indicate how well oils lubricate, clean and prevent corrosion inside particular engine types. Oil for gasoline engines is labeled "S" (for spark ignition), for example, while oil for diesels is marked "C" (for compression ignition). Engine manufacturers rely on API ratings to specify oil that's best suited for a particular engine, underscoring the importance of using recommended oil.

And just as a doctor can order blood work to pinpoint health issues, engine oil can be checked for unusual concentrations of metal particles, dirt, seawater, antifreeze or other contaminants that indicate specific problems. "Testing gives you the condition of the oil and, indirectly, the condition of the engine," said Charles Boswell, president of R&G Laboratories in Tampa, Florida (www.randglabs.com). A high concentration of stainless steel, for example, indicates a shaft is wearing. Copper

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comes from excessive brass- or bronze-bearing wear. Chrome warns of piston ring problems, while tin raises concerns with cylinder walls. Contaminants from outside the engine are also important indicators. High sodium, for example, shows that seawater is finding its way into an engine, while potassium indicates that antifreeze is leaking internally.

Most boat owners only see oil analysis reports taken by an engine surveyor when they buy a used boat, and most boat sellers change oil just before that survey. "There is no way to determine the age of the oil," Boswell said of oil submitted at survey. "You're looking for gross indicators of something going severely wrong. The best use of our technology is tracking and trending over time."

"Take an oil sample at every oil change," said Charlie Schloemer, president of Palm Beach Power in West Palm Beach, Florida (www.palmbeachpower.com)

This analysis report from Blackstone Laboratories compares the sample with universal averages.

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OIL REPORT

LAB NUMBER: E79461 UNIT ID: 01Z32993
REPORT DATE: 11/17/2011 CLIENT ID: 33132
CODE: 20/75 PAYMENT: CC: Visa

UNIT	MAKE/MODEL: Cat 3208-TA		OIL TYPE & GRADE: Shell Rotella T 15W/40	
	FUEL TYPE: Diesel		OIL USE INTERVAL: 50 Hours	
ELEMENTS IN PARTS PER MILLION	ADDITIONAL INFO: 435			
	MI/HR on Oil	50	UNIT / LOCATION AVERAGES	UNIVERSAL AVERAGES
	MI/HR on Unit	1,680		
	Sample Date	11/16/11		
	Make Up Oil Added	0 qts		
ALUMINUM	4	4		3
CHROMIUM	1	1		1
IRON	12	12		33
COPPER	5	5		15
LEAD	2	2		4
TIN	3	3		1
MOLYBDENUM	2	2		34
NICKEL	1	1		1
MANGANESE	0	0		0
SILVER	0	0		0
TITANIUM	0	0		0
POTASSIUM	6	6		4
BORON	31	31		62
SILICON	4	4		4
SODIUM	8	8		4
CALCIUM	2371	2371		2816
MAGNESIUM	82	82		98
PHOSPHORUS	1059	1059		1133
ZINC	1223	1223		1351
BARIUM	0	0		0

PROPERTIES	Values Should Be*			
	SUS Viscosity @ 210°F	75.4	68-79	
	cSt Viscosity @ 100°C	14.37	12.4-15.5	
	Flashpoint in °F	450	>410	
	Fuel %	<0.5	<2.0	
	Antifreeze %	0.0	0.0	
	Water %	0.0	0.0	
	Insolubles %	0.3	<0.6	
TBN				
TAN				
ISO Code				

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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630

650

700

730

800

860

105

118

DRAWING BLOOD

Anyone can learn to take an oil sample.

Engine oil samples should be drawn after the engine has run for a while to ensure that contaminants are thoroughly mixed. Samples should always be taken at the same place on the engine and preferably by the same person. The cleanest method, and the one least likely to contaminate the sample, uses a pump that draws a vacuum on the sample bottle. Oil is sucked into the bottle through a disposable plastic tube inserted down the engine's dipstick tube.

.com). "Send it to the same lab each time. It'll build a graph showing what's going on inside your engine." Indicators might be within specifications, but if they're steadily increasing, a problem is developing. "Fuel soot tells you that you've got eroded injector tips. You're overfueling the engine," Schloemer said. "That generally comes on gradually, over time." Routine oil analysis raises such concerns early.

"If we're tracking and trending, we'll often find a problem early, but we need to have previous samples for a reference point," Boswell said.

Schloemer also said that many indicators are engine-specific. "On four-cycle MTU engines, iron shouldn't be over 30 parts per million, but on two-cycle Detroit Diesel engines, it can be up around 150 parts per million."

"You've got to have that mechanical expertise aboard the boat," Boswell said. "If we find high copper, the mechanic or engineer has to know where that copper might be coming from."

Some problems may show up suddenly. "One of the most important tests we do is for viscosity," Boswell said. Water in the oil can cause oil-thickening sludge,

accelerating start-up wear, while diesel fuel leaking into the oil thins it so it won't properly lubricate. R&G Labs also goes beyond ordinary oil analysis techniques to address specific concerns. Using analytical ferrography, for example, Boswell looks at oil under a microscope. "Normal wear particles are shiny and smooth," he said. "Abnormal wear might cut or abrade. Those particles look like ribbons or show striations under a microscope."

And like a blood-work laboratory, oil labs charge based on tests requested. For around \$20 per sample R&G Labs uses atomic emission spectroscopy to measure specific elements within the oil. Technicians also test viscosity and check for water. Analytical ferrography, which adds time and requires expertise, is around \$75 per test.

"[If] we keep seeing the same problem again and again in an engine's oil samples," Boswell said, "there needs to be action at the other end to resolve the problem." That sounds an awful lot like my doctor when she looks over my blood work at each yearly physical. □

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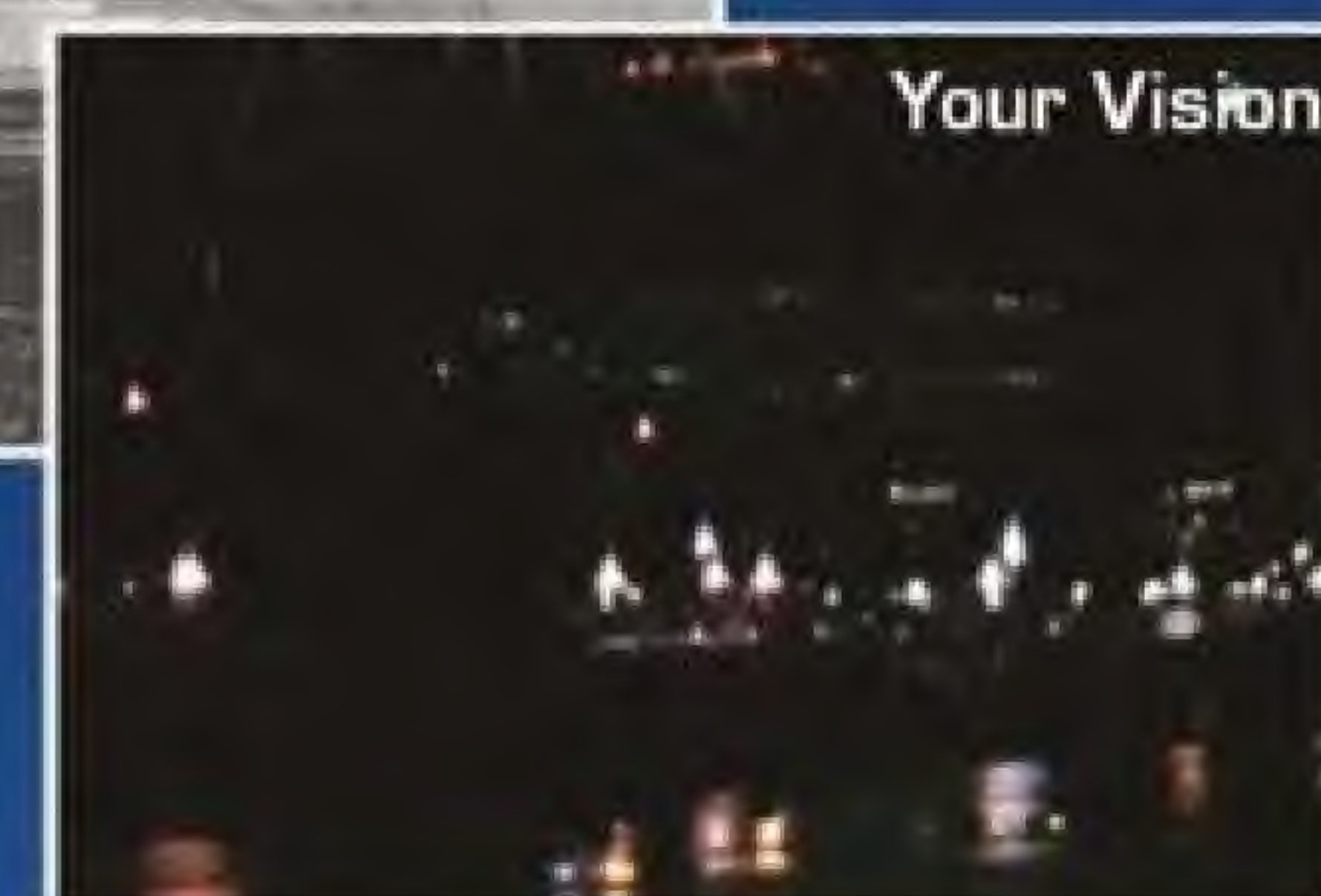
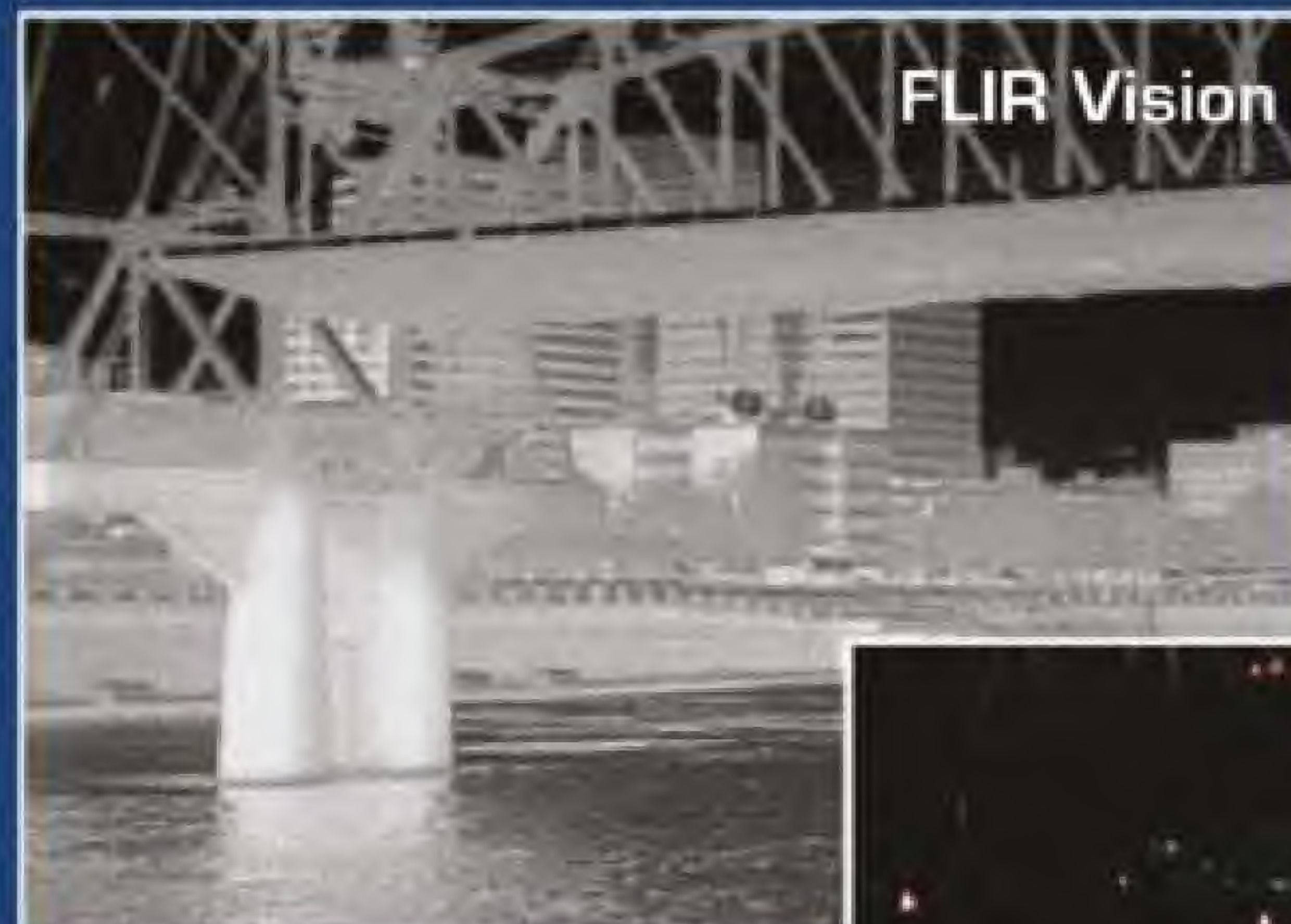
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By Peter Swanson

WHISTLE TO LIVE BY

If the day ever comes when you must find someone who's gone overboard, let's hope that person is wearing a life jacket and, better yet, that it has The Storm all-weather safety whistle attached. The Storm advantage is twofold. First, independent testing has shown that The Storm is louder than any other Coast Guard-approved survival whistle in its class, generating 118 decibels — loud enough to be heard at up to a half-mile away. Second, The Storm is designed to work while wet and even under water. Scuba diving clubs, for example, use it to signal during competitions, and it is the whistle of choice for U.S. Army Green Berets and other military outfits. Though it costs \$7 or less, The Storm has snob appeal too. The Museum of Modern Art in New York included The Storm in its 2004 "Design Takes on Risk" exhibit. The Storm comes in orange, yellow and black. All-Weather Whistle Co., 314-436-3332; www.stormwhistles.com



FIRE IN THE HOLE

What would the Fourth of July be without a 13-gun salute from the deck of at least one boat in the harbor? The notion of "arming" recreational vessels with a miniature cannon has the blessing of the Herreshoffs themselves. L. Francis Herreshoff made 13 cannons as scale-model replicas of naval artillery pieces from the 18th and 19th centuries, with most of the originals accompanying yachts he designed. Back in 1967, Herreshoff authorized R. Berkeley George of Madison, Connecticut, to manufacture his cannon designs, and more than 600 were sold before George passed RBG Cannons to new owners in Smithfield, Rhode Island, two years ago. Yacht clubs typically fire a cannon to signal the start of a regatta or lowering of colors at dusk, but the maker's website lists another 38, sometimes humorous, applications. RBG cannons are cast and machined in brass, bronze and iron with rare woods used in the carriage models. They fire either 10-gauge blank shells or black powder. Models start at around \$1,500 with the 10-gauge Herreshoff signaling cannon, pictured here, priced at \$2,595. RBG Cannons, 800-327-2193; www.rbgcannons.com



TOOT SWEET

Kahlenberg Industries has been turning out marine air horns since 1930. The family-owned company is so in tune with the yachting community that it once made custom musical horns so a skipper could blast out his favorite songs at 140 decibels. The latest addition to the Kahlenberg line of air horns is the new single-trumpet S-330 (\$457), designed to minimize air consumption and maximize sound pressure output. Like all Kahlenberg products the S-330 is manufactured in Two Rivers, Wisconsin, entirely of bronze, brass and titanium; it is finished in chrome plate, white powdercoat or custom colors. Light weight and small size — less than 19 inches — distinguish the S-330 compared with other horns of similar output. The S-330 is certified to IMO requirements for vessels up to 245 feet overall length and can be powered by extremely small compressed-air systems to reduce costs and save space. Kahlenberg, 920-793-4507; www.kahlenberg.com

FOR FIGHTS AND FANCY DRESS

"England expects that every man will do his duty," surely the most famous flag message in history, was sent by Adm. Horatio Nelson as he was about to thrash the French fleet at the 1805 battle of Trafalgar. Even in today's era of electronic communication, the Navy still uses flag hoists to convey information of local significance. The Navy and the civilian maritime community, particularly yacht clubs, also use the International Code of Signals flags decoratively. Yachts "dress ship" on national holidays, in regattas and on other special occasions. Punctilious commodores will see the rainbow of flags raised at precisely 0800 and lowered at "evening colors." Flagstuff sells a complete line of nautical flags. They are U.S. made, using UV-resistant nylon with canvas headers. International Code of Signals flags come in several sizes and start at \$400 a set. *Flagstuff, 877-774-1776; www.flagstuff.com*



SHIP'S HEART OF BRONZE

Four-hour watches on the old sailing ships were marked by the ringing of the ship's bell on the hour and half-hour until eight bells signaled the changing of the watch. The Coast Guard still requires that vessels between 40 and 65 feet in length carry a bell that is audible from at least half a nautical mile away. Vestiges of regulation notwithstanding, bells are a beautiful way to evoke seafaring tradition on one's own boat. Scanmix Corp. of Lewiston, Maine, still hand-casts bronze bells the old-fashioned way, and it can add your yacht's name. Scanmix bells come in five sizes, ranging from 5½ inches in diameter and 2.9 pounds to 14 inches and 26.5 pounds. Prices of blank bells range from \$289 to \$1,950, with custom cast-in lettering extra. *Scanmix Corp., 207-782-1885; www.bronzebells.com*



WHAT MAKES EUROPEAN YACHTSMEN MORE "HORNY"?

YACHTING recently caught up with Erick Kahlenberg, vice president of Kahlenberg Industries, at the Fort Lauderdale International Boat Show, where we learned that there's more to ships' horns than meets the ear.

YACHTING: I've heard you say that European yachtsmen are more horn savvy than their American counterparts. What did you mean by that?

Erick Kahlenberg: I wouldn't say that European yachtsmen are more savvy, but I would say that the International Maritime Organization rules as they pertain to sound signals are more widely known by our European customers. The yards in Europe are generally more likely to require evidence of the certification of our products to IMO rules. I have been told by our distributors in Europe that this increased awareness is partly the result of insurer requirements. For example, if a collision occurred between boats in fog and it was determined the horn in operation at the time was not certified to IMO loudness and frequency requirements, the insurer may not cover damage to the vessel regardless of fault.

YACHTING: It sounds to me like there might be some legal ramifications beyond even those of insurance issues.

Kahlenberg: Yes. If after a collision occurs, a horn is found to be less than adequate according to IMO rules, it may be legally argued that the builder of the vessel is at fault for specifying or installing a substandard safety device. All vessels worldwide over approximately 39 feet (12 meters) in length are required to have a horn that satisfies the technical requirements of IMO Colregs, with the exception of boats limited to certain inland waterways.

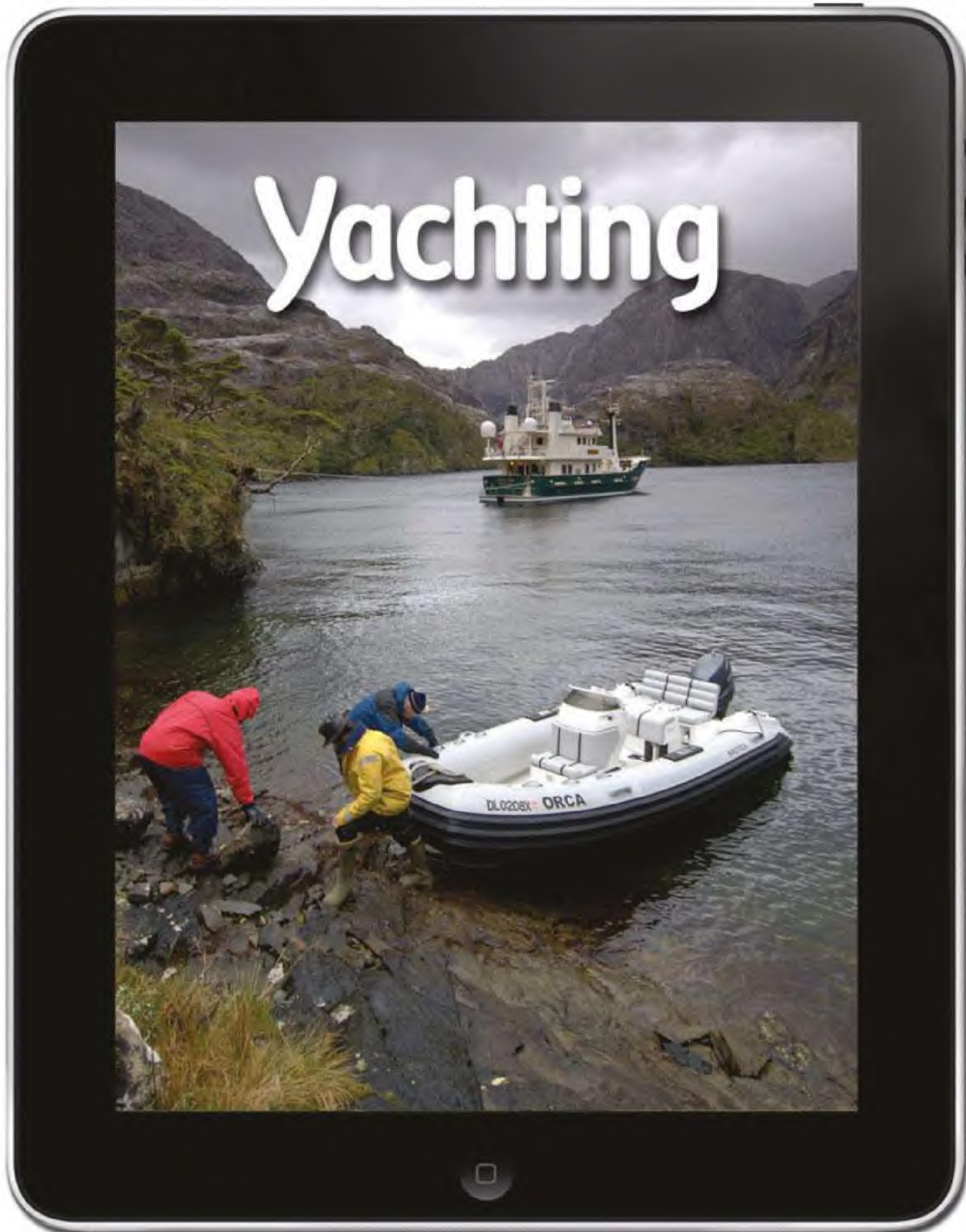
YACHTING: In general do you think we rely overly on electronic solutions for safety at sea?

Kahlenberg: Just recently a fast ferry from St. Malo, France, en route to the island of Jersey, ran down a French trawler in heavy fog, killing one of the trawler's crew. The ferry was operating with all the electronic safety and navigation equipment available. The ferry was not, however, sounding the horn as required by IMO rules in restricted visibility, nor was it running at a safe speed considering the conditions. It is a sad reminder that the technology on board modern vessels can lull us into a false sense of security.

Manufacturers are invited to submit descriptions and images of new products for the Gear section by e-mailing petercswanson@msn.com.

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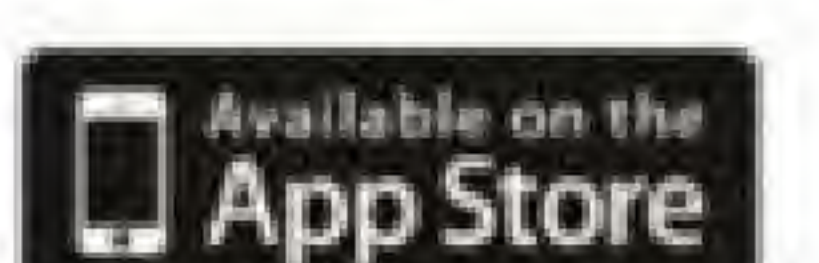
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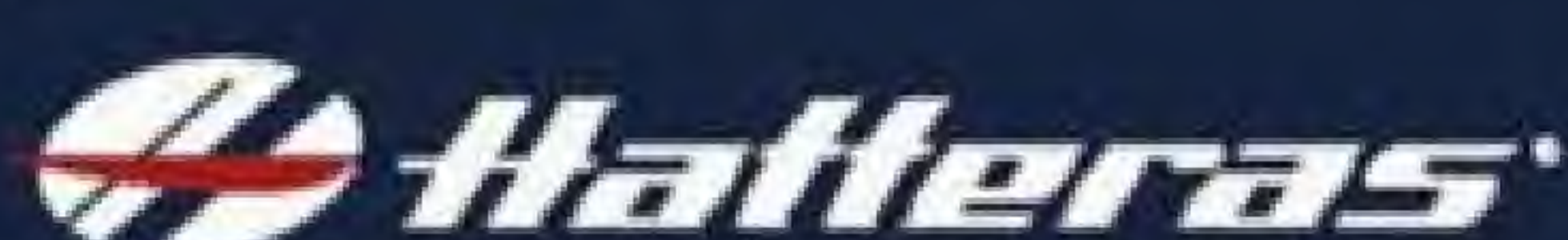
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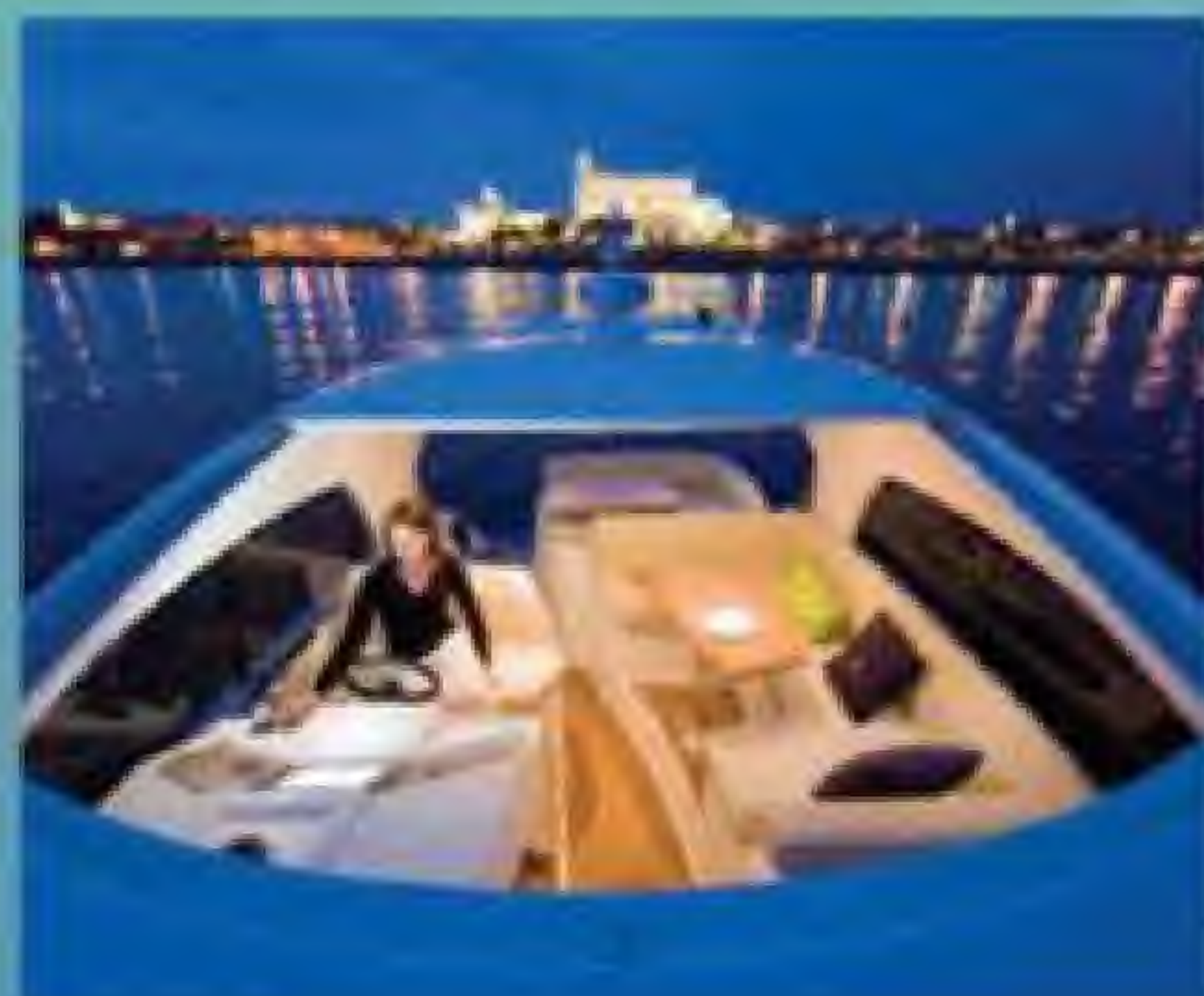
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116 AZIMUT 2008

Not for sale in US waters



Layout accommodates 10-12 guests plus crew. High quality Italian workmanship. Contact Joe Marino

115 TRINITY REFIT 2007/2008

Significant Price Reduction

Not for sale in US waters



Twin 3412 CATs. Luxuriously appointed four stateroom plus crew. Full electronics & many toys. Jacuzzi on flybridge. Ideal for personal use or charter. Contact Mack Carroll.

108 SANLORENZO 2007

Not for sale in US waters



Beautiful contemporary oak interior, twin MTUs, on-deck Guest Cabin/Media Room. Contact Joe Marino.

108 HARGRAVE 2006

Not for sale in US waters



Immaculate condition. New to market! Seriously for sale. Twin C32 CATs. Contact Andrey Shestakov.

108 DE VRIES LENTSCH 1973

Not for sale in US waters



Twin CAT D346s, 4 SR + crew, freshwater. Huge Flybridge & aft deck. All cash offers considered. Contact CA Mike Levell.

100 HORIZON 1997

All Trades Considered



Not for sale in US waters

She gives the illusion of a much larger vessel w/ her split level floor plan and full beam master. 4 Stateroom plus crew. Contact CA, Joe Marino.

97 HARGRAVE 2005



Twin 3412 CATs, four luxurious staterooms plus crew, Naiad stabilized, SAT TV & impressive electronics. Contact CA, Ed Biggie.

97 HARGRAVE 2005

New To Market



Reliable C-30 CATs. Luxurious interior in cherry gloss and burl accents. Updated electronics and many recent upgrades. Contact CA Trevor Carroll.

90 FALCON 2010

Small Trades Considered



Not for sale in US waters

MTU 16V2000s. 4 cabins for guests plus crew. Under warranty. Euro power plus Atlas converter. Contact Joe Marino.

85 AZIMUT 2010

New To Market



Not for sale in US waters

Twin CAT C32s with low hours. 4 Stateroom plus crew. Extremely well maintained. Nicest on market. Contact CA Joe Marino.

85 TARRAB 1999



Twin 3412 CATs, Birds Eye Maple interior. Four staterooms plus crew. Master is full beam. Has the space of most 100' vessels. Contact CA, Mack Carroll.

82 HORIZON 2001

2002 Model Also Available



Full beam master makes 4 staterooms plus crew. Captain maintained. Contact Joe Marino or Trevor Carroll.

82 SAN LORENZO 1994



Not for sale in US waters

Finest Italian motoryacht. Turn-key condition. 4 staterooms plus crew. On-deck Jacuzzi. Contact Brad Nelson.

80 POSILIPPO 2001



4 staterooms plus crew, built to US specs. 3412 CATs w/ low hrs., capt. maintained, lots of toys. Contact CA Gregg Silver.

76 LAZZARA 1995



Twin 1150 MTUs. 5 Staterooms. Refit 2002 incl. repowering, gens, bow thruster, A/C. Better than new! Contact CA Chris Carroll.

74 MOCHI 2006

Price Reduced



Twin 12v2000s, 4 S/R/4 Head layout. Exquisite woodwork, fine Italian craftsmanship. Best of the best! Contact CA Trevor Carroll.

74 VIKING ENCLOSED BRIDGE 2005



Twin 2000 hp MTUs. No expense spared. New upgrades include Hydro outriggers, KVH SAT TV, teak deck, Blue Water chair. Contact CA Ed Biggie.

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Gardena, CA 90248-2902
Tel. 888-617-7222

73 FORBES COOPER 1995**\$629,000**

Mulder design built for demanding Pacific Northwest Seas. 4 stateroom plus 2 crew. T-765 Detroit w/ low hours. Call Brad Nelson.

72 VIKING SPORT CRUISER 2001**Huge Price Reduction**
Not for sale in US waters

Very motivated Seller. Best priced on the market. 4 staterooms plus crew, captain-maintained. Contact Andrey Shestakov.

72 RAYBURN MOTORYACHT 2005

Not for sale in US waters

T-1050hp MAN's, 3 staterooms + crew, open galley, captain maintained. Contact Central Agent, Joe Marino.

72 PRINCESS 2000

This spacious and elegant 4 Stateroom Yacht perfectly combines the elegance and pedigree of a true motor yacht. Contact CA Rick Obey.

70 MAIORA MOTORYACHT 1996

Not for sale in US waters



Classic Italian 3 SR plus 3 crew. SAT TV, bow thruster, T-18.5 kw gens. Twin 1150 hp MTUs. Call CA, Joe Marino.

68S AZIMUT 2007**Priced to Sell!**

MAN 1360 HP Common Rails fly at 40 mph! Low hours. Mint! New to Market. Fresh water boat now in S. FL. Contact "CA" Dean Anthony.

65 PRINCESS MOTORYACHT 2002

Twin 1050 hp MANs. Four stateroom, US or European electric. Excellent condition. No expenses spared. Contact Trevor Carroll.

65 PACIFIC MARINER 2005

One owner vessel. 1,000 hours on MTUs. Well maintained. Located in Long Beach, CA. Contact Chris Carroll.

61' VIKING SPORT CRUISER 2005**Price Reduced**

Twin 800 Cats. Warranties till 2012. Low Hours. Beautiful Dark Cherry Interior. Call Dennis Rhodes.

56 CARVER VOYAGER 2008

Volvo power; Hard top w/ enclosures & A/C. Capt. Maintained, ready for next owner. Contact CA Joe Marino.

56 SUNNY BRIGGS 2007**Price Reduced**

Best equipped 56 to ever leave the Outer Banks! Custom built Carolina SFA must-see for serious fishermen. Contact Trevor Carroll.

56 VIKING 2004

Twin Series 2000 V12 series MTUs. Fish rigged, underwater lights, full electronics. Maintained with open checkbook. Contact CA Ed Biggie.

78 LIEN HWA SAIL 2000

Designed by Ted Hood. 3 staterooms plus 2 crew cabins. Motivated Seller. Contact Andrey Shestakov.

55 NOVATEC MOTORYACHT 2002

Twin 3196 CATs. New interior. Bow and stern thrusters. Excellent condition. Call Mack Carroll.

49 EAST BAY 1999**Cheapest on Market!**

Twin 3196 CATs, rebuilt in 2005. Rich 2 cabin/2 head layout with full size galley. Wide decks, exemplary fit & finish! Contact CA, Chris Carroll.

47 RIVIERA EXPRESS 2009**Major Price Reduction**

Not for sale in US waters

Fully retractable salon hard top, hydraulic swim platform, many upgrades. Contact CA Ed Biggie.

43 AZIMUT 2008**Bring Offers!**

Twin Volvos cruise 30 kts. Beautiful interior with sunroof, incredible cockpit, large sunbathing areas. Priced to sell! Contact CA Joe Marino.

40 RIVOLTA 2006

All the Bells and Whistles. Teak floors, Ample storage. Super condition! Contact Ed Biggie or Stephen Faraldo.



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Pre-Owned Sunseekers

108 PREDATOR 2008



Not for sale in US waters

Triple 2400hp MTUs with Arneson drives, Black hull with black glass windows, walnut woodwork. Contact CA Rick Obey 954-614-0519.

88' SUNSEEKER MOTOR YACHT 2012



Twin CAT 32s. Spacious 4 stateroom plus fully equipped crew quarters. Gorgeous! Contact Rick Obey 954-614-0519.

94 SUNSEEKER YACHT 2003



Not for sale in US waters

4 SR + crew. Jacuzzi, SAT TV, phone. New teak decks & new int. décor. Capt. Maintained. Contact Joe Marino 954-328-2059.

82 SUNSEEKER PREDATOR 2005

Huge Price Reduction!



Not for sale in US waters

CAT C-30s. 4 luxurious staterooms with designer fabrics, expansive spaces and updates. Contact Rick Obey 954-614-0519.

75 SUNSEEKER PREDATOR 2000



Not for sale in US waters

1200 hp MANs with low hours. 3 stateroom plus crew. Beautiful lacquer wood finished interior. Contact Rick Obey 954-614-0519.

74 SUNSEEKER PREDATOR 2012



Twin 1550 hp MANs. 3 staterooms w/ ensuite heads plus crew. Increased interior volume. Contact CA, Rick Obey 954-614-0519.

72 SUNSEEKER PREDATOR 2006/2011



Sistership

Twin Common Rail MANs=35 kts! Mint condition. Call Dean Anthony for best price 954-328-2700.

68 SUNSEEKER PREDATOR 2003



Twin 1500 hp MANS, Black hull & black domes, underwater lights, 3 staterooms plus crew. Contact CA, Rick Obey 954-614-0519.

66 SUNSEEKER MANHATTAN 2007

New to Market!



Sistership

Big MAN power – 30+kts. Mint condition. Won't last. Contact Dean Anthony, 954-328-2700.

63 SUNSEEKER PREDATOR 1996



Twin MANs with low hours. Very well maintained. All serious offers considered. Contact CA Rick Obey 954-614-0519.

62 SUNSEEKER PREDATOR 2009



Not for sale in US waters

Twin 1100 hp MANs, Custom black/silver paint, 3 SR w/ walnut interior. Underwater lights. Contact CA Rick Obey 954-614-0519.

62 SUNSEEKER PREDATOR 2006



Sleek and sexy, best deal on the market! Capt. maintained with an open checkbook. Contact CA, Rick Obey 954-614-0519.

60 SUNSEEKER PREDATOR 2012



Twin Volvo IPS 1200 engines. High Performance on the outside, Luxury and Space on the inside. Contact Rick Obey 954-614-0519.

60 SUNSEEKER YACHT 2011



Twin 1000 hp MANs. 3 stateroom, large main deck area. Cherry gloss interior. Contact CA Rick Obey 954-614-0519.

58 SUNSEEKER PREDATOR 1998

2 Available



Not for sale in US waters

3 stateroom w/ cherry gloss woodwork, large cockpit. Maintained w/open checkbook. Contact CA Randy Kires 954-401-6888.

55 SUNSEEKER PREDATOR 2005

Motivated Seller



Not for sale in US waters

Twin 1050 MANs w/ Arnesons. 3 Stateroom w/ cherry interior. Underwater lights. Now in Florida. Contact Herb Bopp 954-931-7138.

52' SUNSEEKER MANHATTAN 2012



Twin 800 hp MANs. 3 stateroom plus crew aft. Hydraulically submersible stern platform. Contact Rick Obey 954-614-0519.

48 SUNSEEKER PORTOFINO 2012



Twin Volvo IPs. Sleek profile, Black hull, well-designed interior with full beam owner suite. Loaded! Contact CA Rick Obey 954-614-0519.

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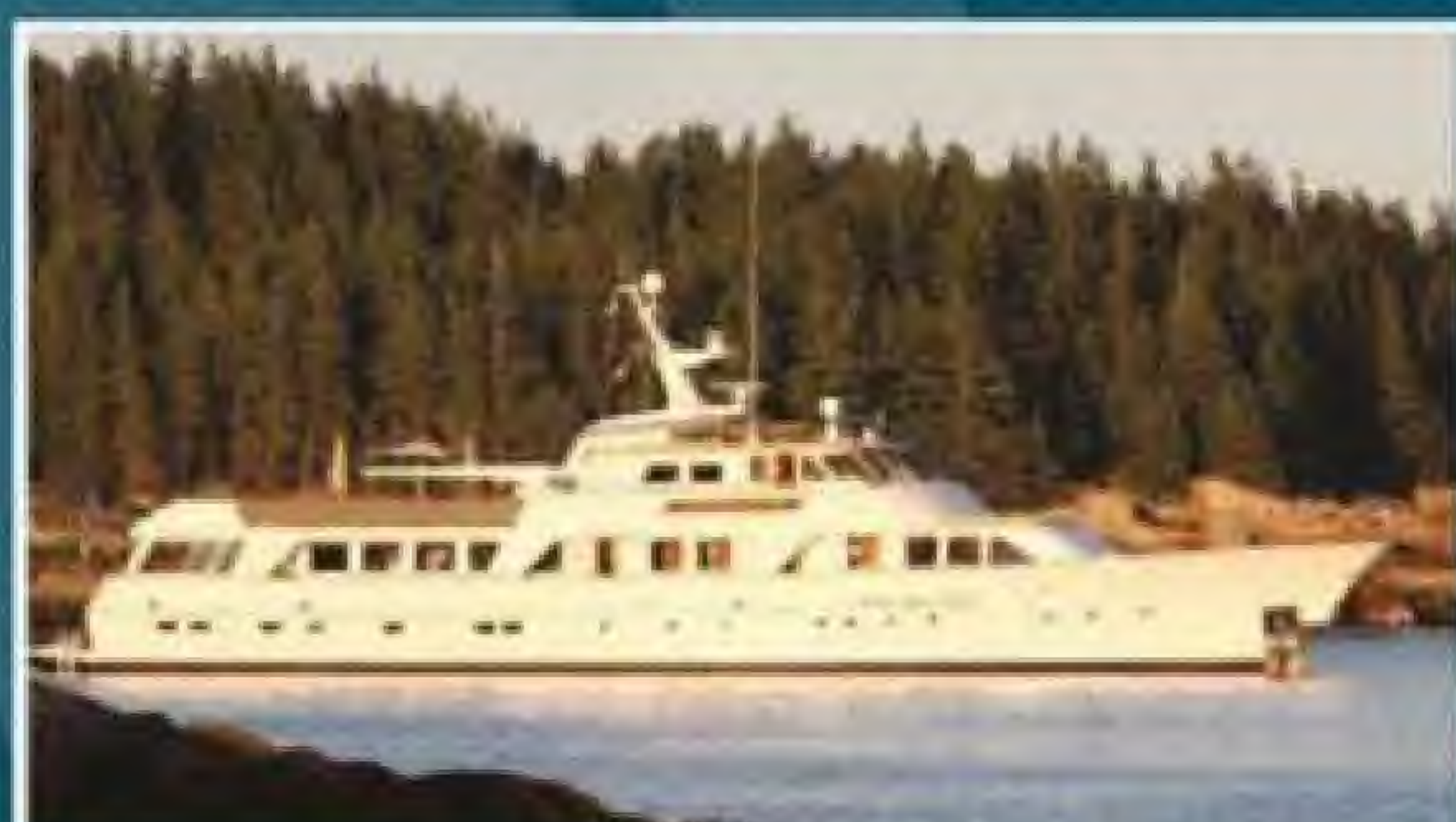
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**DANISH YACHT/HOLLAND JACHTBOUW 109' 2006**

Designer Ted Fontaine combined classic beauty with state-of-the-art technology, including high-tech fiberglass laminate hull and deck construction, centerboard shoal draft, push-button sail controls and a fold-down stern transom. Her spacious interior features an on-deck salon/pilothouse and four guest staterooms, plus crew quarters. MCA compliant -- a great world cruising yacht! *Not for sale or charter to US residents while in US waters.*

**FEADSHIP 126'**

True classic Feadship with 4,500 nautical mile range. Major 2004 year-long refit. Further capital improvements in 2010. SIRENUSE is ready once again to take to the high seas. *Not for sale or charter to US residents while in US waters.*

**LITTLE HARBOR 78'**

Magnificent yacht offering global cruising capability, great performance, luxurious living spaces. Versatile ketch rig, redundant sailing systems, shoal draft provide safe, secure cruising in luxury. Fully prepared to embark on her next adventure.

**CCYD FARR 72'**

Outstanding performance cruiser with refined interior. Three ensuite owner's SRs, plus crew. Equipped for shorthanded bluewater sailing. New roller furling boom. Maintained in excellent condition. Price reduced!

**HYLAS 70' 2007**

Frers designed long-range performance cruiser, fully equipped with every conceivable option. Beautiful raised-panel teak interior with four ensuite cabins. Ideal layout for private or charter use. Shows like new!

**LITTLE HARBOR 62'**

Attractive low-profile center cockpit design. Shallow draft, powerful hull form and roomy four-cabin interior. Recent major refit -- new engines, electronics, sails etc. Excellent charter potential!

**HINCKLEY SOU'WESTER 59**

Very nice example of this roomy three-cabin design with beautiful cherry interior. Extensive equipment, including hydraulic genoa furling, in-boom main furling, many recent upgrades. Lightly used, priced to sell.

**OFFSHORE FLYBRIDGE SEDAN 48' 2001**

"Best bet" for a sailor going to power. Warm teak interior, two staterooms with double berths, two heads. Twin screw CAT's. Indoor winter storage. In superb condition. Asking \$495,000.

**CUSTOM CHUCK PAINE/KANTER 48' 2008**

Exceptional long-range cruising sailboat. Ultra-functional deck and cockpit layout and protective hard dodger. Rigged for ease of sail handling. An adventurer's perfect boat.

**EASTBAY 43' 2001**

Desirable sedan layout with side helm door, useful when docking. Open galley/salon, finely crafted teak interior and queen berth forward. Immaculate inside and out.

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229' (70M) **StoreMags**

NUMPTIA



2011 WORLD CLASS MOTOR YACHT

NUMPTIA, the spectacular new motor yacht launched in Italy at the end of this summer is, by far, the most stunning new build of 2011, if not one of the most impressive launches in the past ten years.

She is impeccably equipped from her abundant, well chosen machinery to a vast array of spas and gym equipment. NUMPTIA boasts expansive exterior areas, an interior with a practical layout that includes multiple salons, and six sumptuous staterooms for guests.

These photos are a taste of what you can experience aboard. Please call and make an appointment to see NUMPTIA for yourself.

For more information:

Bill Sanderson

Cell: 561-346-3159 • Cell: 561-207-0121

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EDMISTON



JESS SEA

87' MERRIFIELD-ROBERTS SY - 2002

A no compromise great sailing yacht designed and built to the highest international standards. 3 S/R, crew qtrs, high ceilings, teak, mahogany, full beam master. This sailing yacht has the cockpit and outdoor living area equivalent to a 100' + yacht. Perfectly maintained by one owner.



MINISKIRT

105' WINDSHIP/RON HOLLAND - 1991

A great "new" yacht with minimum draft (7'). Everything is new, from the twin engines and generators to her deck configuration, all wiring and equipment! A one of a kind opportunity.



RANGER

136' DANISH YACHT/PENDENNIS - 2004

Continually upgraded with new composite rigging, new boom and spreaders plus numerous performance upgrades, make her indisputably the best of the J-boats in terms of performance and interior finish. Ready to go and win!



AVALON

108' SOUTHERN PACIFIC YACHTS - 1987

Substantially upgraded over her entire life, including new rigs and sailing systems with a totally new interior as well several years ago. Fresh from a yard period in New Zealand, she is now far better than new and seriously for sale.



CASSIOPEIA

70' CONSTELLATION YACHTS - 2011

This yacht is not your typical multihull. She is built of the latest components, making it very light with performance guaranteed. Performance has not compromised the excellent, top quality interior. There are actually two of these yachts and both are excellent values!



WINDSTAR V

55' MARIFIELD-ROBERTS - 1990

This performance, easily managed yacht is maintained to perfection and she is ready to go. Excellent accommodations are enhanced by flawless construction

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104' CBI NAVI 1998

This Unique Stylish Explorer Yacht has just completed a World Circumnavigation as well as a Circumnavigation of North and South America via Cape Horn and the North West Passage. Luxurious accommodation for 7 Owners and Guests in three Staterooms. Indigo has a crew of 6.

Indigo has provided comfort, security & adventure to her Owner and guests for the past



See @ Miami Boat Show

six years during her World Odyssey. She has been refitted, upgraded and updated along her route and returns in better than new condition. She is in excellent condition and ready to go around again in the hands of another Adventurer Yachtsman.

Please follow Indigo's adventure at www.travelwithindigo.net

Jeromy Mold
jeromy@ardell.com



118' HATTERAS 1995

Tri-deck motoryacht, 5 Staterooms + 3 crew, Country kitchen Granite counters, Full walk-around decks, Fishing cockpit

Bill Palmer
palmer@ardell.com



See @ Miami Boat Show

117' BILGIN

Price Reduced to \$7,110,000

One owner, Intricate Italian granite throughout, Zero Speeds, Tender garage Immaculate condition, Videos avail, Massive Price Reduction!

Brian Hermann
brian@ardell.com



100' FALCON

4 Staterooms + 3 crew, Large Salon for entertaining, Tops out at 27 knots Beautifully finished cherry interior, Raised pilothouse with Flybridge

Brian Hermann
brian@ardell.com



See @ Miami Boat Show

80' NORTHERN MARINE 2002

3 Staterooms + crew, 5,000 mile capability for worldwide cruising Zero speed stabilizers, 3 Generators, Custom dark wood interior w/accents

Tim Johnson
tim@ardell.com



78' JONES GOODELL

Extensive refit, Long range Yacht/Fisherman CA-Jim Elliott All new & gorgeous 3 stateroom interior FL-Ron Rickard



48' BAIA

Built 1999, Baia "Flash" with CAT power 3 Cabins, 28-35 knots, Near new condition

Randy Greenfield
randy@ardell.com



59' SYMBOL 2008

Only 45 hours on CAT C12's, Never titled Bow and stern thrusters, Stabilized

Dennis Moran
moran@ardell.com

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107' CUSTOM WESTPORT 1990

Gentleman's sport yacht, 3 Staterooms + crew, Large cockpit, Country galley Todd Rittenhouse
Walk-around side decks, Bridge deck lounge, Major refit 2003 rittenhouse@ardell.com



92' ALLSEAS 2010

Expedition yacht, 600 hp twin Cummins diesels, 7,000 Gallons fuel
5 Staterooms + crew, Top-of-the-line electronics and equipment

Bill Solt
solt@ardell.com



88' KNIGHT & CARVER 1988

Cockpit motoryacht, 3 Staterooms + 2 crew, 21'7" Beam
Refitted in 2005/2006 & updated in 2010, Custom built in 1988

Jim Elliott
elliott@ardell.com



80' NOVATEC 2001

Sport motoryacht custom designed by Spadolini, 5 Staterooms
Paneled mahogany finish, Low hour CAT 3412's, Simrad electronics

Mason Staring
mason@ardell.com



80' VAN DER HEIJDEN

New construction, Dutch built, Aluminum, 4 Staterooms + crew
Tender garage, 2,000 Gallons fuel, Stabilized, C18 CAT's - 30 knot speed

Dick Phillips
dick@ardell.com



84' NORTHERN MARINE 2006

3 Staterooms + crew, Single Cummins 600hp diesel, Trans-oceanic range
Bow & stern thrusters, Furuno electronics, Fresh bottom paint

Tom Corkett
corkett@ardell.com



64' OUT ISLANDER 2009

One owner, Built for extended cruising
Fully loaded dealer demo, **Video avail.** yachts@ardell.com FL Office



49' JEANNEAU 2005

Well equipped, Good condition & ready to sail
In Ft. Lauderdale for easy personal inspection randy@ardell.com Randy Greenfield



56' LAGOON 2011

4 Cabins w/ensuite heads, Aft cockpit enclosure
Flybridge Helm Station, Extensive option list skip@ardell.com Skip Morris



ALPHA 76 EXPRESS

NEW ARRIVAL IN MAY 2012 - AVAILABLE

ALPHA 76 EXPRESS CHEOY LEE - New exciting Michael Peters design for 2012 featuring dramatic atrium. Interior styled by Luiz de Basto. Spectacular performance as well as state-of-the-art features. Contact Cheoy Lee Shipyards for information.



ALPHA 76 FLYBRIDGE

NEW MODEL FOR 2012
SEPTEMBER ARRIVAL

ALPHA 76 FLYBRIDGE CHEOY LEE - Exciting styling and performance all new Flybridge model for 2012. Featuring lower station and galley up layout. Contact Cheoy Lee Shipyards for information.



MARCO POLO SERIES

MARCO POLO SERIES 2012 151' TRANSOCEAN EXPLORER "MAZU" - MAZU is nearing completion. Slight refinements to the second of her series, fabulous comfort and great range in a proven design, new offering. Contact Marty Isenberg (Shipyard Representative) 954-448-0561.



BRAVO 88 SERIES

AVAILABLE, ARRIVAL SUMMER 2012

BRAVO 88' CHEOY LEE 2012 - Beautiful new model for 2012, Michael Burvenich Design with Sylvia Bolten interior. 4 in owners 2 in crew, C-32 1900 HP ACERTS. Contact Cheoy Lee Shipyards for information.

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BRAVO 95 ENCLOSED PILOTHOUSE 2006 - On deck master plus 3 guest cabins, 2 in crew with lounge, C-32 1652 HP CAT's, twin 40 kW gen sets, original owner. En-route to Florida. \$4,395,000. Contact Marty Isenberg 954-448-056.



BRAVO 78' CHEOY LEE 2008 - Spacious Sylvia Bolton interior w/rich Sappelle wood. 3 SRs, crew aft/roomy lounge. CAT 3412's 1,400 HP each, 2x 30kW Northern Lights gens. Captain maintained. Extended warranty. Make offer!! Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MY 2006 - Spacious, 3 SRs + crew. Country galley, 2 helms. Low hours C-18 CATs 1000 HP. Well equipped. Custom fold down arch, air draft 18'6". Impeccable!! Now located at our office. Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MY 2003 - Excellent 3 SR layout with crew quarters, country style galley, "D" rated 1,000 HP Caterpillar 3412, Fish rigged. Captain maintained with low hours. Contact Marty Isenberg 954-448-0561.



Inspiration | 2010 88' Ferretti
\$5,950,000 | Eric Frank, 954.600.0369
Not for Sale or Charter to U.S. Residents While in U.S. Waters



Incognito | 2002 88' Pershing
\$2,799,000 | Bill Shewbridge, 954.303.4033
Not for Sale or Charter to U.S. Residents While in U.S. Waters



Ocean Models | 1995 90' Barattucci
\$1,000,000 | Jim McConville, 954.849.0855



2011 88' Ferretti
Price upon request



Silver Lining | 1972 81' Burger
\$699,000 | Tom Jenkins, 772.201.1800



Happy | 2005 80' Mangusta
\$1,689,000 | Justin Sullivan, 954.931.2230



Lollipop | 2002 80' Azimut
\$1,749,000 | Tom Thompson, 954.205.7979



My Sharon | 2007 79' Ferretti
\$2,999,999 | Justin Sullivan, 954.931.2230



2009 78' Ferretti
Price on request | Jon Burkard, 772.260.1415



2010 73' Ferretti
\$2,950,000 | Chris Coughlin, 239.776.4449



2001 72' Ferretti
\$1,050,000 | Felix Mari, 786.236.9701

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Unforgettable | 2006 83' Ferretti
\$3,600,000 | Eric Frank, 954.600.0369
Not for Sale or Charter to U.S. Residents While in U.S. Waters



My Frog | 2009 63' Riva
\$2,000,000 | Justin Sullivan, 954.931.2230



Precision | 2008 63' Bertram
\$2,100,000 | Bob Martin, 305.710.3952



Alter Ego | 2006 63' Ferretti
\$1,495,000 | Justin Sullivan, 954.931.2230



Paraiso | 2009 62' Sunseeker
\$1,495,000 | Felix Mari, 786.236.9701



Bluewater II | 2008 62' Pershing
\$1,575,000 | Peter Hopwood, 216.272.0095



It's All Good 2 | 2006 62' Pershing
\$1,575,000 | Peter Hopwood, 216.272.0095



4 Play V | 2004 62' Azimut
\$854,900 | David Schlegel, 954.775.5124



Fuelish | 2007 60' Sea Ray
\$870,000 | Wayne Lea, 239.707.9422



Marigot | 2009 52' Cruisers
\$699,000 | Peter Hopwood, 216.272.0095



VOV | 2006 51' Mochi Craft
\$890,000 | David Schlegel, 954.775.5124

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CARPE DIEM 191' (58M) Trinity 2011. 6 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Kevin Bonnie +33.616.39.1959



STREAMLINE 161' (49M) Mondo Marine 2009. 5 Staterooms
C.A. Kevin Bonnie +33.616.39.1959



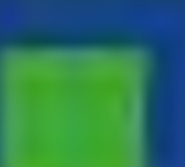
ANJILIS 161' (49M) Trinity 2009. 5 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Chany Sabates III 954.604.2253



CARPE DIEM II 150' (46M) Trinity 2002/2011. 5 Staterooms
C.A. Frank Grzeszczak 954.494.7096



MIRAGE 132' (40M) Heesen 1992. 5 Staterooms
C.A. John Ciullo 954.494.1075



LIONSHARE 130' (40M) Heesen 1987/2009. 5 Staterooms
C.A. Mark Elliott 305.794.1167



CEDAR ISLAND 110' (34M) Broward 1994. 4 Staterooms
C.A. Mark Elliott 305.794.1167



TRIX-SEA 103' (31M) Broward 2000. 4 Staterooms
C.A. Ron Morgenstein 954.309.9740



MR. ED 97' (30M) Maiora 1991/2009. 4 Staterooms
C.A. David Nichols 954.682.6853



MJ 90' (27M) Posillipo 1986/2003. 4 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Frank Grzeszczak, Jr. 954.830.4867



storemags.com



ZOOM ZOOM ZOOM 161' (49M) Trinity 2005. 5 Staterooms
C.A. Mark Elliott 305.794.1167



PENNY MAE 138' (42M) Richmond 2004/2009. 6 Staterooms
C.A. Mark Elliott 305.794.1167



WHEELS 124' (38M) Trinity 2002. 5 Staterooms
C.A. Chany Sabates III 954.604.2253



NORTHSTAR LADY III 100' (31M) Northstar 2006. 5 Staterooms
C.A. Bob Anslow 561.248.5122



PARTY OF SIX 70' (21M) Hatteras 2000. 4 Staterooms
C.A. Bob Anslow 561.248.5122



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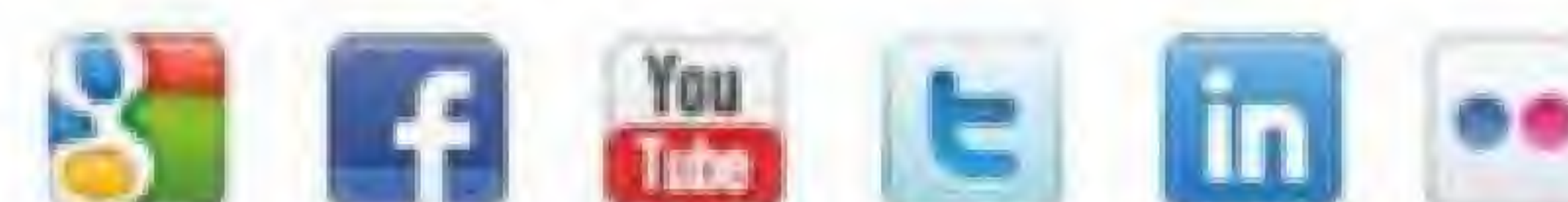
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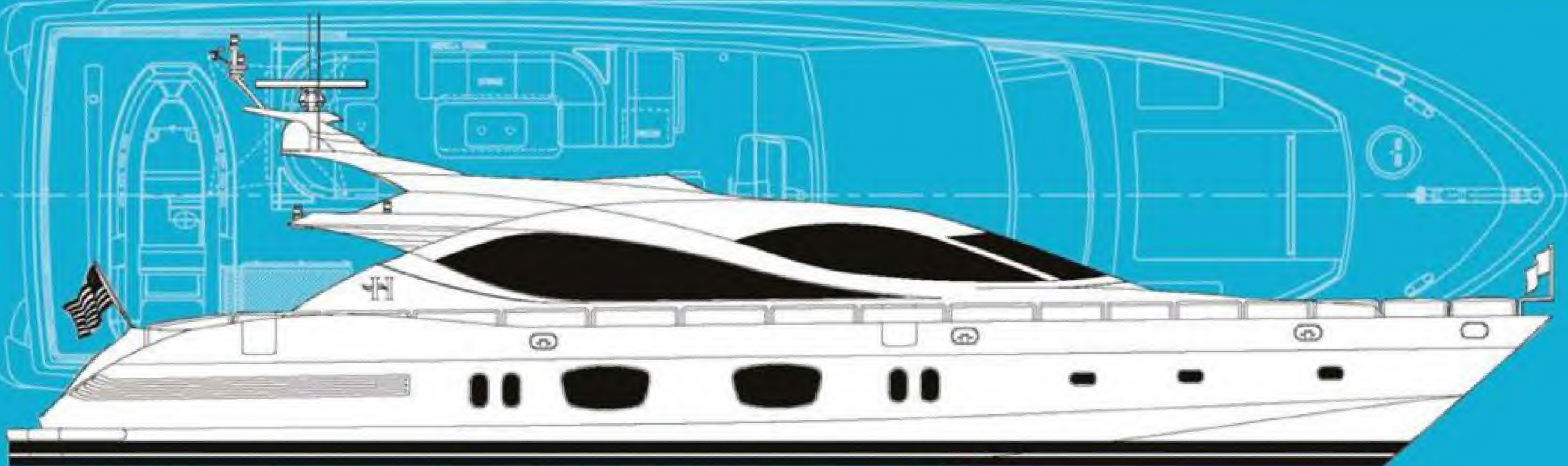
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**90' 2013 HARGRAVE SUPER SPORT**

This is a five stateroom (2 cabins can be crew or guest) design we developed for an American couple who summer in the Mediterranean and wanted the room and comfort of an American boat on the inside but also wanted a low profile European exterior. With the ability to handle high horsepower Cats and jet drives this boat has the comfort, range, and performance Hargrave is known for. (We featured this yacht in our design office and the client building 74' boat below saw the exterior and wanted to know if we could incorporate the exterior styling into his design.) Priced from US\$5.5 to US\$6.5 depending engine and interior package selected. Great financing available.

**70'-78' 2012 Hargrave Motoryachts**

If you are looking at production boats in this size range, maybe you should consider creating your own custom masterpiece with Hargrave. Whether you are looking for modern styling and performance like this project, or you are looking for trawler or LRC styling in this size range with trans-Atlantic range, Hargrave is the place to go with your dream. In the past few months we have seen a real surge of interest in custom yachts in this size range and we are seeing some great creativity in the designs our customers are creating. The common denominator is these owners enjoy making all the necessary decisions on the water and having a hands-on relationship with every piece of equipment onboard. Custom designed, custom built, and yet priced to compete with production built yachts. Priced from \$3.5 - \$4.5 million fully equipped with special terms and financing available.

If you build a Hargrave it will change your life. We guarantee it!

If you ask any Hargrave owner they will tell you that building their custom yacht was a once in a lifetime experience for them. In fact, over 50% of our owners returned to build more than one Hargrave. Over the past twelve years Hargrave has perfected a management and production system that removes the risk and uncertainty historically associated with custom building and allows our Hargrave owners to enjoy the incredible sense of satisfaction that comes from a creative project like this. When you look at our program, our competitive pricing, our special terms, and then look at the finished product and you will agree that building your own custom Hargrave may be your best option. For more information go to our new boat web site - www.hargravecustomyachts.com.

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96' Hargrave – 2005
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Sugar Too – \$3,800,000



90' Hargrave – 2009
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90' Hargrave – 2005
Dani – \$4,000,000



78' Hargrave – 2007
Goose Bumps – \$2,975,000



68' Lazzara – 2008
Lady of the Seas – \$2,190,000



68' Viking – 1999/2007
Untamed – \$795,000



66' Monte Fino – 2010
Victory II – \$2,495,000



52' Fountain – 2009
Bird of Prey – \$1,490,000



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Twin MAN 1300 hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

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Huge specification, custom exterior paint and interior furnishings, 2 x 1800 MAN diesel engines, sport fly bridge, tender garage, stunning on the water!

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Twin Man 1100's diesels matched to Arneson surface drives, this is truly one of a kind, 38+ knots performance! Many updates and custom features.

2007 60 MANHATTAN – US\$ 1,795,000



Twin MAN 900 diesel engines, impeccable condition throughout, 3 ensuite cabins and a crew cabin, cherry satin wood interior, low hours and high specification.

2001 PREDATOR 56 – US\$ 499,994



Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

1999 PREDATOR 54 – US\$ 399,000



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SANDY is a beautiful Midnight Dark Blue hull. Built with the larger Mann 1300-HP engines, this T-55 will cruise at 30-knots. Hinckley serviced the bottom paint, waterjets, engines and varnish. Turn-key, ready for the islands! Stuart, FL \$2,450,000



2007 HINCKLEY TALARIA 44 FLYBRIDGE

HALF TIME is a highly customized T-44 flybridge with impeccable designer fabrics and detail. Hinckley maintained and used only seasonally in the Chesapeake. She is in the water and easily shown! Portsmouth, RI \$795,000



2002 HINCKLEY TALARIA 44 EX

RELIANCE "Impeccable" is an understatement when referring her. Hinckley care since launching, and exquisitely appointed throughout. For anyone who wants to step aboard and go. Southwest Harbor, ME \$695,000



2007 HINCKLEY TALARIA 40

COB & PEN is a luxuriously outfitted and meticulously cared for Talaria 40. She is a tremendously comfortable boat for any situation and should not be overlooked! Oxford, MD \$750,000



2009 HINCKLEY TALARIA 38R

CHARMER is a T-38 Runabout Convertible with recent varnish, jet service, complete buff and wax and a new convertible top. Charmer is bank owned and looking for offers. With less than 200 engine hours, a unique opportunity. Stuart, FL \$895,000



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CHARMER, one of the finest Extended Pilothouse Picnic Boats built. Equipped and set-up "just right" by her multi-time Hinckley owner. Always Hinckley maintained, only used seasonally. Late model, transom door, and Volvo engine. Oxford, MD \$554,000



1993 HINCKLEY SOU'WESTER 59 CC

JUDITH ANNE is a one-owner boat built to his exact specifications. Hull #13 of 16. JUDITH ANNE has always had the best of care and remains a beautifully kept, world cruiser or comfortable, coastwise cruiser. Westbrook, CT \$725,000



1987 HINCKLEY SOU'WESTER 51

LANCER has just gone through a huge refit and in lovely condition presently. She has teak deck and cabin trunk sides, new Flag Blue topsides, bottom stripped, new engine, Stackpak main, new dodger, batteries, plotter, etc. Oxford, MD \$575,000

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HINCKLEY 70. Bruce King designed Sou'Wester Sloop. Majestic lines and beautifully finished with varnished maple interior. Carbon fiber Stoway rig adds extra performance. Maintained to the highest level. New to market. Located Rhode Island.



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HINCKLEY 59. Three available at our location. Highly rated quality shoal draft cruising yachts with excellent sailing performance. 3 stateroom; 3 head layouts. Roller furling sails, power winches, generator, air. All in well maintained condition and priced to sell. From \$495,000 Ask.



LITTLE HARBOR 44. Rare 44' Center Cockpit Little Harbor. Same layout as the popular Little Harbor 46 at a reduced cost. Excellent condition always stored inside during winter. Located at The Hinckley Yard, Portsmouth, RI.



TALARIA 55. Custom 2005 Hinckley. One of the finest 55s – the queen of the Hinckley fleet. Spectacular, recently painted blue hull. Ready for provisions and your cruising plans. Two staterooms. Sumptuous interior. 1320 Mins (40 knot speeds).



LITTLE HARBOR 44. Performance oriented aft cockpit shoal draft Ted Hood design. Includes in mast furling, new Awlgrip, low engine hours, no teak decks, and Herreshoff interior. Asking \$269,000. Located Rhode Island.



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AZIMUT Custom 116, 2011

Asking: POA

11 Guests. Lying: South Florida

Central Agents for Sale



KILUANJE, Leopard 27, 2005

Asking: Euro 2,000,000

6 Guests. Lying: West Mediterranean

Central Agents for Sale



CRISTAL, Atlantica 78, 2006

Asking: Euro 1,600,000

8 Guests. Lying: West Mediterranean

Central Agents for Sale



CINNABAR VI, Grand Harbour 76, 2001

Asking: US\$1,595,000

6 Guests. Located: Miami, Florida

Central Agents for Sale



SEL, Dalla Pieta 72, 2008

Asking: Euro 1,950,000

7 Guests. Lying: West Mediterranean

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BON VIVANT, Riva Splendida 72, 2004

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7 Guests. Lying: Miami, Florida

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Contact Pam Barlow



85' INACE EXPEDITION YACHT 2004
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NEW CAT C-325

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78' WEST BAY SONSHIP 2001
Contact Jason Dunbar



TRADE

76' LAZZARA SKYLounge 1999
Contact Andrew Cilla



MIAMI BOAT SHOW

70' ALASKAN 2012
Contact Steve Deane



NOW \$595,000

72' TA CHIAO CT 65 KETCH 1985/2001
Contact Joe Collins



48' KADEY KROGER WHALEBACK TRAWLER 1996
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65' WESTERLY 2003
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62' LITTLE HARBOR 1982
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52' SHANNON/HINCKLEY 2007
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New to market. Pavlik designer interior 2011. Upgraded state-of-the-art audio video system 2011, on deck master, desirable country kitchen style galley, bow & stern thrusters, large aft deck w/casual dining. A must see with all updated systems and excellent maintenance. Contact Central Agent, Wayne Cannava



87' JOHNSON FBMY 2005

Customized 4 stateroom layout loaded with options; C-32 CATS with warranties until 2014, tender garage with 13' RIB tender leaves the flybridge open for high style entertaining. Great Lakes capable with hydraulic hard top. Very attractive price. South Florida location. Call Jeff Stanley, Central Agent.



82' HORIZON SKYLounge MOTORYACHT 2005

Highly customized yacht with cherrywood & maple burl interior, unique open salon layout fitted with fine fabrics & granite. 3 ensuite staterooms + 2 separate crew cabins aft. Extensive electronics, A/V, Satellite & camera systems. The space and equipment list of most 100' boats! Call Joe Majcherek, Central Agent.



80' CUSTOM CHEOY LEE COCKPIT ENCLOSED BRIDGE 2006

Great (5) stateroom layout, country kitchen style galley, traditional sapele mahogany interior, day head, open air aft deck, twin CATs provide 20 knot cruise, bow & stern thrusters. Without a doubt one of the nicest Cheoy Lee's you will see. Owner wants offers. Contact Wayne Cannava, Central Agent.



78' HARGRAVE SKYLounge MOTORYACHT 2003

Five staterooms in this high volume 78' MY. Day Heads on both main deck and skylounge levels, abundant equipment list. Dependable 3412 CATs—under 1600 hrs, twin 33 kw gensets, bow and stern thrusters, waste treatment and more. Call Jeff Stanley, Central Agent.



77' HORIZON MOTORYACHT 2008

Upgraded 4 S/R + crew, CAT C-30's, 400 orig. hours. Walk-around decks, hydraulic bow/stern thrusters, hideaway lower helm station & remote control station. Cherry-wood w/granite-topped galley & dinette fwd. Day head, teak aft deck, FB A/C, full equipment list. Contact Joe Majcherek



77' HATTERAS CMY 1987

Huge volume, aft engine room motoryacht with a factory cockpit. Four generous teak staterooms with heads. Crew for two. New electronics, generators, AC and much more! Enormous flybridge is great for entertaining. Contact Jeff Stanley, Central Agent.



63' HATTERAS MOTOR YACHT 2003

CAT 3412s with 1200 hours, great electronics. Three stateroom/ three head layout. Satin Makore interior. Professional care since new. Annual maintenance completed – survey ready. Owner will consider real estate trades! Contact John Noone, Central Agent.



66' GRAND ALASKAN FLUSH DECK 2005

Built for extended cruising in this Seattle location, this motor yacht has walk around decks, bridge w/hardtop, enclosure & sky bar, on-deck Day Head, open galley up, 4 staterooms. Unique. \$1,395,000. Call Wayne Cannava, Central Agent.



58' POSILLIPO TECHNEMA 1986

Very spacious 3 stateroom layout with separate crew cabin. TNT lift and jet tender on transom. Rebuilt main engines and new twin gens. Great value in an American spec Euro Cruiser. Easy to see in south Florida. Contact Jeff Stanley, Central Agent



56' NEPTUNUS FBMY 2004

Powered by CAT 800hp engines with warranties. Pristine condition, tender on hydraulic lift included. Mostly fresh water use. Also 2003 M/Y with Bimini top and 2006 with new style FB available. Contact Jeff Stanley, Central Agent.



52' BLUEWATER MOTORYACHT 2005

One of the most loaded Bluewaters ever built. 370 hp Cummins diesels, low hours. She has full flybridge and aft deck hardtops, great electronics package, hydraulic swim platform. Contact Central Agent, Jim McKee.



48' SEA RAY SEDAN 1999

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2004 59' Symbol



2006 73' Outer Reef



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46' - 42' Grand Banks



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42' 2000 \$399,000 Dan 941.704.1578

43' - 42' Tiara



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100' (31m) Burger
RPH M/Y 1996
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Immaculate condition. Fully
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and soft goods. Located South
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Spacious main salon and aft
deck. Located South Florida.
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80' (24m) Burger
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Annual Operating Expenses	\$500,000	\$30,000
Crew Members	2	3
Actual Annual Use	2-3 Weeks	4 Weeks
Personal Enjoyment	Some	Total Pleasure
Resale Ability	Poor	Excellent
Aggravation	All	None

Monocle Advantage	Individual	Monocle @10% Share
Specification	New 100'	New 100'
Total Purchase Price	\$5M	\$3,500 P&I Monthly
Annual Operating Expenses	\$600,000	\$40,000
Crew Members	3	4
Actual Annual Use	2-3 Weeks	4 Weeks
Personal Enjoyment	Some	Total Pleasure
Resale Ability	Poor	Excellent
Aggravation	All	None

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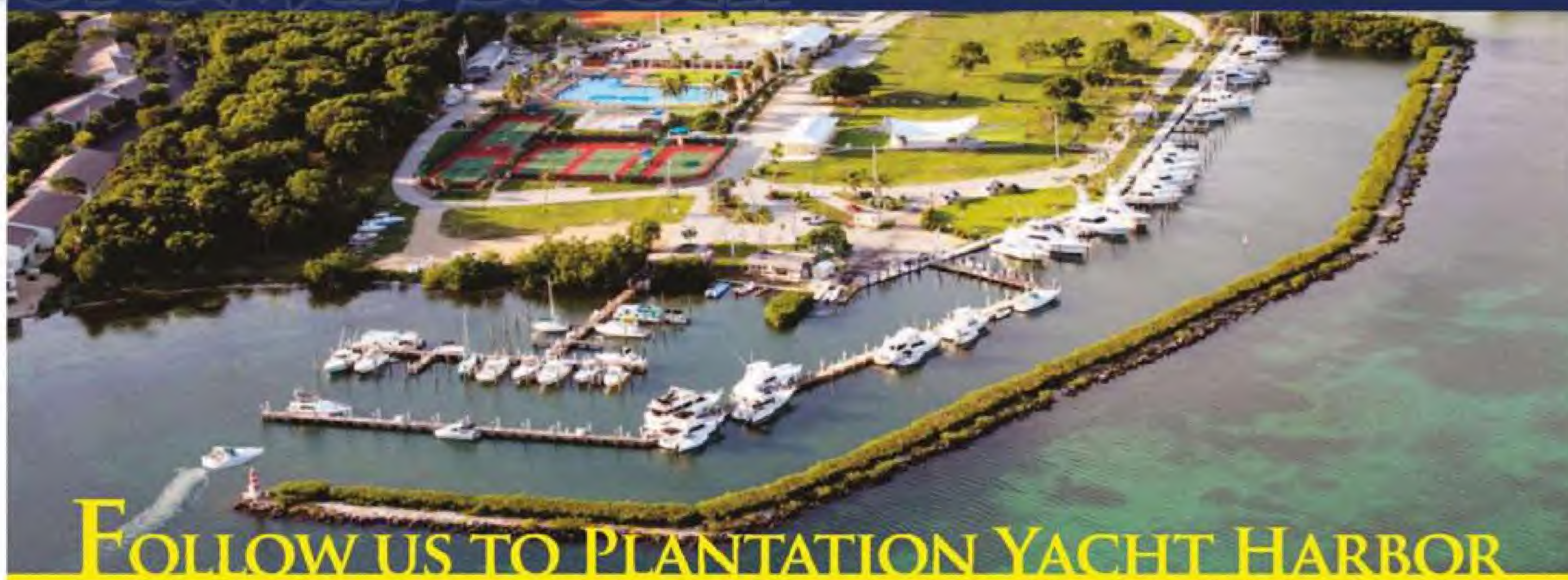


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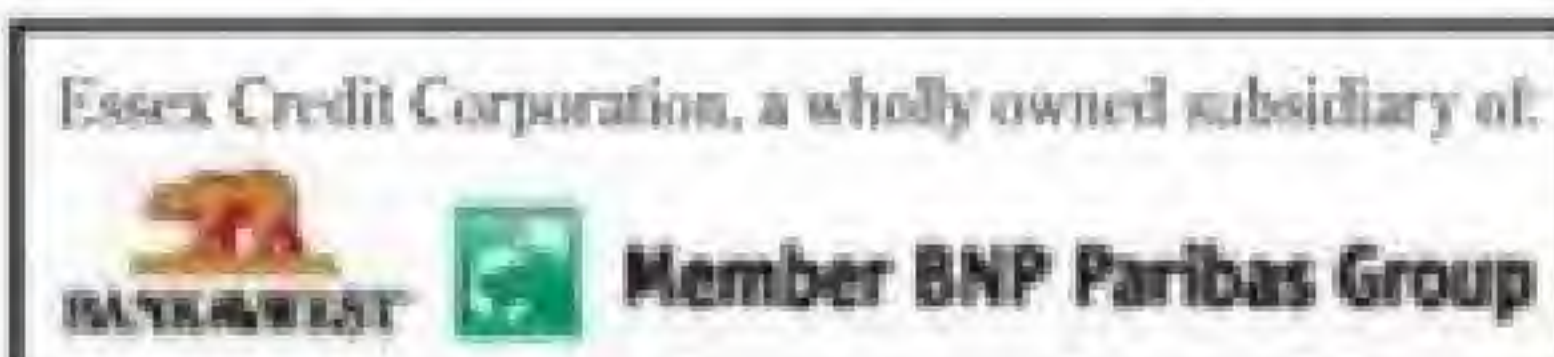
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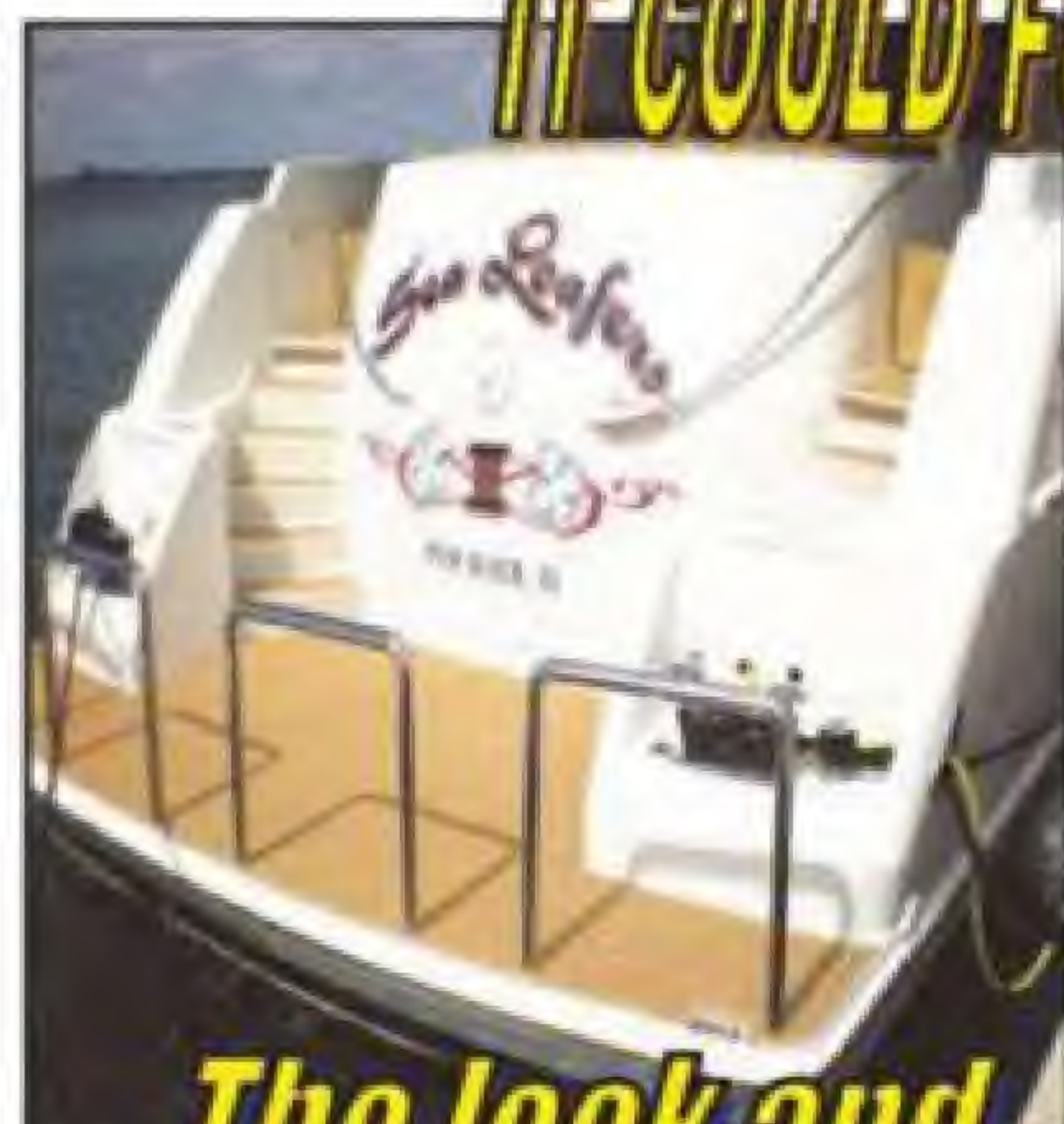
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Dear Jon

Coyle comes to his senses in a moment of clarity.

By Jay Coyle

Six months had passed and I could take it no more. I penned this note to my friend, marine counselor and yacht broker, Jon Burkard.

"Dear Jon, after enduring the scorn of the Admiral (wife, Nelia) for months, I am now convinced that I cannot avoid destiny. ... There will be no lobster boat, no center console; forget the Huckins 44 Atlantic. ... In fact none of the boats I have lusted for over the years will ever again cause my weak mind to wander. Please consider *Anhinga* off the market."

Jon was relieved and proposed that we outfit *Anhinga* — with Heineken — and dispatch her to Islamorada for patrol duty. Six months earlier when I had begged him to help me unload her he had resisted. "You two are a couple. ... Good God, man, your children grew up on that boat." When I insisted, he was blunt. "The Admiral will court-martial both of us!" Reluctantly, he promised he would hang his "for sale" shingle from her side, so I emptied her bowels of our personal effects and put on her makeup. I was on the prowl for a new ride.

I left *Anhinga* in Jon's hands and spent the summer ashore drooling over what the Admiral refers to as the "girly pages" — YACHTING's brokerage section. She refused to play along so I tried appealing to her Scottish (frugal) heritage. "Imagine a lobster boat, Dear, painted with a broom and cleaned by the occasional rain shower — a single diesel. It's back to the basics — we'd save a fortune." Not!

I attempted romance. "How about a Jupiter 31 — just you and I — young again? We could fish with no crew (kids) and drop the hook at five-star resorts. I'm sure we could think of something better to do than keeping watch?" In desperation I tried the yacht club card. "How about the Huckins 44 Atlantic? We'd look great in Newport. If *Anhinga* sells we'll be close," I suggested. (OK ... I lied.)

I called Jon to see if *Anhinga*'s debut in the market had sparked a bidding war. Certainly savvy yachtsmen had recognized that she was a gold-plater in a fleet of sorry, salt-soured sleds. They must have formed a line to fight for her charms. Jon's report was grim. Not even a lowball offer from a bottom-dragger. I was dumbfounded! "Calm down ... give it time," began Jon, sounding a

bit like Dr. Phil. "This is a tough market — the buying season is a few months away."

"A few months away?" I gasped. I suspected Jon was stalling me with broker chatter and hoping I'd have a change of heart. I figured it was all or nothing at all. "It's time to lower the price," I announced, feeling my stomach turn. This was a sign of true commitment since if she sold I wouldn't pocket enough cash to afford a deck boat with a charcoal grill.

Then I stumbled upon *Anhinga* in YACHTING's "porn section." Jeez, she was hot! I tried to ignore the calculator in my head that was totaling the investment her poor schlub of an owner had made ... Murray Products fighting chair, watermaker, satellite phone, custom tackle center — she was loaded. Her Cats had new heads — they'd be good for another 10,000 hours of pleasure. "Owner motivated" ... hell ... this owner must be desperate! Then I cringed: The poor schlub was *me*!

After penning my note to Jon I loaded 20 years of *Anhinga*'s yard bills into the dumpster. "We're starting over," I announced as the Admiral watched with relief. I found *Anhinga* where I had left her, but the "for sale" sign with Jon's smiling face and phone number was nowhere to be found. It then occurred to me that the ad should have read, "Owner nuts — broker wise!" Thanks, Jon! □



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